HONGKONG, THURSDAY, MAY 19TH, 1887. 四年禮 號九十月五英港香 PRICE \$25 PER MONTH 日七十二月四年三十緒光 號六十六百一千九第 No. 9166 NOTICES TO CONSIGNEES. INTIMATIONS. AUCTIONS BANKS. ADVERTISEMENTS. INTIMATIONS. PAIPPING STEAMSHIP "ANADYR." FOR NAGASAKI A'ND KOBE. THE SHARK FISHERY COMPANY. PUBLIC AUCTION TTONGKONG&SHANGHAIBANKING ARRIVALS. NEW MUSIC. THE Steamship COMPAGNIE DES MESSAGERIES CORPORATION. May 17, CHINA, German steamer, 1,091, I EW Violin and Piano Duets. HYDRAULIC MACHINERY. MARITIMES. "STRATHLEVEN," CAPITAL \$30,000 IN 1,200 SHARES OF \$25 HACH Haye, Bangkok 11th May, Rice.—SIEMSEN THE Undersigned has received instructions to Bell by Public Auction. C. W. Pearson, Commander, will be despatched for the above Ports on WEDNESDAY, the RESERVE FUND 4,500,000. PAYABLE TWENTY DOLLARS ON ALLOT-NOTICE. New Piano and Harmonium or American RESERVELIABILITY OF PROPRIETORS 7,500,000. MENT AND THE BALANCE WHEN AND AS May 18, VELOX, German steamer, 636, M. Organ Duots. CONSIGNEES of Cargo from London, Antwerp, and Havre, Ex S. S. "INDUS" and "ROMAUL," in connection with the 25th instant THE DIRECTORS MAY THINK FIT. Kallsen, Whampon 18th May, General .--For Freight or Passago apply to ADAMSON, BELL& Co., New part Songs for Male Voices. FRIDAY, COURT OF DIRECTORS :--ED. SCHELLHASS & Co. the 3rd June, 1887, at 11 A.M., at the Wanchai Chairman-M. GROTE, Esq. New part Songs for Mixed Voices. DIRECTORS: above Steamer, are hereby informed that their Deputy Chairman-O. D. BOTTOMLEY, Esq. May 18, LOMBARDY, British str., 1,726, G. C. G. DE CHAMPEAUX, Esq. Godown Company's Godowns, Wanchai, New Anthems. Hongkong, 19th May, 1887. Hon , J. Bell-Irving. . E. H. M. Huntington, Esq. Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at J. C. ROSSELET, Esq. Brookes, Bangkok 11th May, Rice.—YUEN FOR ACCOUNT OF WHOM IT MAY CONCERN. H. L. Dalrymple, Esq. Hon. A. P. McEwen. New Voluntaries for Harmonium or American G. F. GRAHAM, Esq. AUSTRO-HUNGARIAN LLOYD'S FAT HONG. A. Molver, Esq. Ilbn, F. D. Sassoon W. H. F. Darby, Esq. their risks at the Company's Godowns, whence HYDRAULIC MACHINERY consisting of STEAM NAVIGATION COMPANY May 18, STRATHLEVEN, British steamer, 1,588 H. Hoppins, Esq. delivery may be, obtained immediately after SECRETARY: one Corniah Boiler, 14 foot 6 inches long New Music (Solos and Duets) for Beginners. CHIEF MANAGER. MR. J. WILLMOTT. STEAM FOR SINGAPORE PENANG, C. W. Pearson, Nagasaki 12th May, Coal. and 4 feet 2 inches describer, Complete with Hongkong-I HOMAS JACKSON, Esq. New Nursery Songs for Children. COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDIST, & TRIESTE. Mountings, Pipes, we. we Optional Cargo will be forwarded on unless and General.—ADAMSON, BELL & Co. ACTING CHIEF MANAGER. New Soprano, Mezzo Soprano and Contralto BANKERS: intimation is received from the Consignees Hongkong-John Walter, Esq. THE HONGKONG AND SHANGHAI ONE PAIR HIGH PRESSURE CYLINDERS May 18, Phu-quod, French steamer, 180, Orbefore 10 A.M., TO-MORROW (SATURDAY), Taking Cargo at through rates to CALCUTTA. 61 diameter of Cylinder, It inch Stroke. MANAGER. BANKING CORPORATION. thion, Haiphong 16th May, General,-New Tener, Baritona and Bass Songs. requesting it to be landed here. MADRAS, PERSIAN GUT" BLACK SEA, . Shanghai-EWEN CAMERON, Esq. TWO DIRECT AUTING PUMPS, 21 inch New Songs by Milton Wellings, Cowon ORDER LEVANT & AURIATIO PORTS). Bills of Lading will be countersigned by the LONDON BANKERS-LONDON & COUNTY BANK. Solicitors: diameter, 12 inch Stroke. Lohr, Molloy, Isidore de Lara, Stephen Indersigned. THE Company's Steamer May 18, KWANG-LEE, Chinese steamer, 1,508, MESSES, WOTTON & DEACON. Adams, &c. Goods remaining unclaimed after SATUR-Wells, Shanghai 15th May, General,-C. HONGKONG-INTEREST ALLOWED. COMPANY'S OFFICE New Valses and Polkas by Waldtenfel, DAY, the 21st May, at con, will be subject "TITANIA," ACCUMULATORS with moving load of 14 On Current Deposit Account at the rate of M. S. N. Co. Bucalossi, Coote, &c. to rent and landing charges at One Cent per Captain S. Mersa, will be despatched as above 36, QUEEN'S ROAD, HONGKONG. per cent. per Annum on the daily balance. New Comic Songs by Macdermett, Herbert Campbell, Arthur Lloyd, James Fawn, &c., May 18, Amoy, British steamer, 814, R. Kohlor, package per diem. on the 27th inst., at NOON. RAMS, 14 diameter, producing a pressure of On Fixed Deposits:-ABRIDGED PROSPECTUS. Shanghai 15th May, General,-SIEMSSEN All Claims must be sent in to me on or before For Further Particulars regarding Freight 209 lbs. por square inch, most suitable for For 3 months 3 per Cont. per Annum. the 23rd May, (MONDAY), or they will not and Passage, apply to the Agency of the Com-For 6 months 4 per Cent. per Annum. Sugar Refinery, Warehouses, &c. The Company was incorporated as a Company Sugar Refinery, Warehouses, &c. limited by Shares on the 30th April, 1887, for HYDRAULIC LIFT for Wharfs, &c., &c. MUSICSENT ON APPROVAL ON APPLICATION. be recognized. pany, Praya Central. May 18, DAFILA, British steamer, 532, J. Watt For 12 months 5 per Cent. per Annum. O. BACHRACH, LOCAL BILLS DISCOUNTED. No Fire Insurance has been effected. carrying on a fishery for Sharks and other Haiphong 16th May, General .- A. R. MAR-Hongkong 19th April, 1887. · G. DE CHAMPEAUX. CREDITS granted on approved Securities, and Marine Products such as Tortoise Shell and Hongkong, 18th May, 1887. TWO STEAM DRYERS. ZELLY & WALSH, LIMITED every description of Banking and Exchange Beche-de-Mer. May 18, NAUTILUS, German cruiser, von Hoven 1, Hongkong, 13th May, 1887. brainess transacted. TERMS OF SALE.—Cash on delivery. The White Shark is a product of great "SHIRE" LINE OF STEAMERS. DRAFTS granted on London and the chief Nagasaki 13th May. NEW AND POPULAR BOOKS OCEAN STEAMSHIP COMPANY. For further particulars, apply to commercial value on account of its fins which commercial places in Europe, India, Australia, JUST RECEIVED FOR YOKOHAMA AND KOBE. are used as food by the Chinese, the oil which is A. G. GORDON & Co., CLEARANCES. THE STATESMAN'S YEAR BOOK, 1887 America, China and Japan. MONSIGNEES per Company's Steamer prepared from its liver, and its skin. ETHE Steamship Bowrington, JOHN WALTER, "TELEMAGHÜS. AT THE HARROUR MASTER'S OFFICE. Arnold's India Revisited. There is a region in the Pacific Ocean where Paris Herself Again, by G. A. Sala-new are hereby notified that the Cargo is being discharged into Cruft, and/or landed at the Go-Acting Chief Manager. these Sharks abound in such numbers that there "DENBIGHSHIRE," G. R. LAMMERT, 18TH MAY. Hongkong, 26th February, 1887. and cheap Edition. Spinaway, British schooner, for Singapore. Devver, Commander, will be despatched for is little doubt of the success of an expedition for Auctioneer. Reminiscences and Opinions, by Sir F. H. downs of the Undersigned; in both cases it will the above Ports on the 27th instant. NOTICE. Hongkong, Lith May, 1887. Veloz, German steamer, for Chefoc. lie at Consignees' risk. The Cargo will be ready The Company will acquire and fit a suitable For Freight or Passage, apply to for delivery from Craft or Godown on and after Vortigern, British steamer, for Saigon. Jilts and other social Photographs, by E. ADAMSON, BELL & Co. IDULES OF THE HONGKONG Vessel and have secured the services of Captain the 17th inst. Grenville Murray. Abyseinia, British steamer, for Kobe. F. D. WALKER as leader of the expedition. SAVINGS BANK. Goods undelivered after the 24th inst., will Horse Racing in France, R. Black: Hongkong, 19th May, 1887. Hampshire, British steamer, for Shanghai. This Gentleman has full knowledge of the GOVERNMENT NOTIFICATION! Flaming's "The Practical Horse Keeper." be subject to Rent. 1.—The business of the above Bank will be habitat of the species of this fish. John C. Porter, American ship, for New York. BUTTERFIELD & SWIRE, Agents. Lillie's "Buddhism in Christianity." conducted by the Hongkong and Shanghai In lieu of a fixed salary Captain WALKEL CANADIAN PACIFIC LINE. THE following Particulars of Sale of Crown Electricity in the Service of Man. Hongkong, 16th May, 1887. Banking Corporation, on their premises in will receive the percentage presently shown, and L. Land by Public Auction, to be held on Very's "Navies of the World." DEPARTURES. NETHERLANDS INDIA STEAM NAVI, TAKING CARGO AND Hongkong. Business hours on week-days, 10 will himself pay the salaries of the first, second, the Spor, on to 3; Saturdays, 10 to 1. A Short History of India, by J. Talboys JAPAN, CANADA, THE UNITED May 18, TELEMACHUS, British str., for Amoy. GATION COMPANY, LIMITED: · MONDAY. 2.—Sums less than \$1, or more than \$250 at rantoed minimum for wages and the Bonus or STATES, AND EUROPE, May 18, WYVEHN, British str., for Otaru. the 6th day of June, 1887, at 4 P.M., Kirke's Handbook of Physiology. one time will not be received. No depositor percentage presently mentioned. FROM SOURABAYA, SAMABANG, at Peak Road near the Albany, and at 5 P.M., at May 18. ALWINE, German str., for Halphong. Electricity; its Theory, Sources and Applica BATAVIA, SINGAPORE, AND SAIGON. may deposit more than \$2,500 in any one year. Provisions and outfits for a voyage estimated Richmond Road, are published for general in-May 18, TA HONGKONG, Siamess ship, for THE CANADIAN PACIFIC RAILWAY tion, by Sprague. 3.—Depositors in the Savings Bank having for one year from departure will be provided. THE Company's Steamship Practical Electricity, by W. E. Ayrton \$100 or more at their credit may at their option . The Company have agreed in consideration of Banckok. and other connecting Railway Lines & Steamers By Gommand The Steam Engine, by G. C. V. Holmes. BORNEO." transfer the same to the Hongkong and Shang- Captain WALKER's preliminary services and of May 18, Tritos, German str., for Bangkok. FREDERICK STEWART. Molesworth's History of England, complete in hai Ranking Corporation on fixed deposit for his disclosing the scene of operations to allot him having arrived from the above ports Consignees [FETHE British Steamship] May 18, Zafiro, British str., for Amoy. Acting Colonial Secretary. I Vol. of cargo by her are hereby informed that their 12 months at 5 per cent. per annum interest. 200 fully paid up shares. Colonial Secretary's Office, May 18, VERONA, British str., for Shanghai. Her Majesty's Colonies. goods are being landed at their risk into the "PARTHIA, The following figures give the estimated yield 4.—Interest at the rate of 3g per cent. per Hongkong, 14th May, 1887. Macleod's Theory and Practice of Banking. May 18, ABYSSINIA, British str., for Europe. Hongkong and Kowloon Wharf and Godown annum will be allowed to Depositors on their of the Fishery: 3,167 Tons Register, C. Brough, Commander Cheap Editions of "King Solomon's Mines." Company's West Point Godowns whouse de-Particulars of the letting by Public Auction daily balances. will be despatched for VANCOUVER, B.C., "She," &c., &c. Sale, to be held on MONDAY, the 6th day of livery may be obtained. PASSENGERS. 1,200 shares of \$25 each of which \$20 5.—Each Depositor will be supplied gratis ALSO, JUST ISSUED each will be paid on allotment \$30,000 June, 1887, at 4 P.M., by Order of His 'Cargo remaining undelivered after the 23rd VIA KOBE AND YOKOHAMA, on SATURwith a Pass-Book, which must be presented with MEN OF THE TIME-12rd Edition. ARRIVED. EXCELLENCY THE OFFICER ADMINIS- inst., will be subject to rent. Estimated cost of ship and outfit, ap-DAY, the 4th June, at THREE P.M. each payment or, withdrawal. Depositors must KELLY & WALSH, LD., HONGKONG. Per China, str., from Bangkok.—70 Chinese. TERING THE GOVERNMENT of THREE No Fire Insurance has been effected. paratus, stores, insurance, advance not make any entries themselves in their Pass-To be followed by S. S. "BATAVIA," on Bills of Lading will be Countersigned by Per Strathleven, str., from Nagasaki, 2 Ja- 24 Lors of Crown Land, in the Colony of Hongkong, Books, but should send them to be written up wages to Crew, &c. \$20,000 panese, and 3 Chinese. BREWER HAS JUST RECEIVED at least twice a year, about the beginning of Preliminary expenses and confor a term of 999 Years: JARDINE, MATHESON & Co., the 25th June. Per Kwang-lee, str., from Shanghai.—Miss These steamers, formerly in the CHNARD Sertingencies 5.000 PARTICULARS OF THE LOTS. January and beginning of July. Mr. W. Harris, and 54 Chinese. Mnogkong, 16th May, 1887. vice have lately received New Engines and Bonus to Captain Walker 5.000 6.—Correspondence as to the business of the Reed's Engineer's Hand Book. Boilers, and can maintain a spood at sea of Bank if marked On Honghong Savings Bank Measurements. FROM HAMBURG, PENANG, AND Reed's Extra Chief's Examination. esciple. str., for Kobe.—Mr. E. T. from 13 to 14 knets. Business is forwarded free by the various ESTIMATED REVENUE. SINGAPORE. For San Francisco.-Mr. and Mrs. H. Reed's Engineer's Private Log. British Post Offices in Hongkong and China Proceeds of 200 tons (50,400 Connection will be made at Yokobama with air Greeley. For Liverpool.-Dr. and THE Steamship gala) shark liver oil at \$80 Steamers from Shanghai and Japan Ports, and Spon's Mechanic's Own Book. 7.—Withdrawsls may be made on demand Wharry, Messrs. N. H. May, E. A. Fraser. feet feet feet feet. at Vancouver with San Francisco by the regular but the personal attendance of the Depositor or Universal Instructor or Self Culture for all. 'IPRIGENIA.' A. B. Ellerton, and SI Chinese, steerage. The fish producing this quan-28 200 500 110 94,318 414 8100 Steamers of the Pacific Coast STEAMSHIP his duly appointed Agent, and the production of Captain Voltmer, having arrived from the above No. 963 the Albany The Student's English Dictionary. tity of oil will yield 500 piculs his Pass-Book are necessary. Per Deccan, str., from Hongkong.-For Sin-Ports, Consignees of Cargo are hereby requested superior fins at \$80 The attention of through passengers is drawn Descon's Handbook of Law. For the Hongkong and Shanghai Bankto send in their Bills of Lading for counterrapore. - Lieut. Young, R.N., Messrs. B. Knight Skins, Tortoise Shell, Beche-deto the fact of the Canadian Pacific Ruilway Deacon's Letter Writer's Vade Mccum. ing Corporation. and R. H. Woodford. For Bombay .-- Mr. C. B. signature by the Undersigned and to take im-Mer, and sundries are not being the best built and most splendidly equip-JOHN WALTER, mediate delivery of their Goods from alongside. Cook on Billiards. Koear. For London .- Dr. Deane, Quarterped line ever constructed on the American valued, although they may Acting Chief Manager. Optional Cargo will be forwarded unless mester Sergt. S. White, Messrs. A. J. Thomp-Billiard's Simplified or how to make breaks. be expected to produce about Continent, and specially adapted for Summer Hongkong, 8th May, 1885. notice to the contrary be given before NOON, son and James Langdon. From Shanghai.-Portuguese and English Letter Writer. ---- \$56,000 PUBLIC AUCTION. \$10.000 TO MORROW, the 17th instant. For London .- Mr. and Mrs. W. Clifford. From Consular Invoices for Goods to United States FITHE NEW ORIENTAL BANK ESTIMATED EXPENDITURE. Statesman's Year Book, 1887. Any Cargo impeding her discharge will Yokohama-For Singapore-Mr. L. Sturzeneg-T ANE, CRAWFORD & Co. have received points should be made out in quadruplicate, and CORPORATION, LIMITED. Landing, sorting, and Agents Commisger. For Penang.-Mr. and Mrs. Petherbridge, landed into the Godowns of the Kowloon Pler Colloquial. Portuguese. instructions from the Acting Superinaddressed to Mr. D. E. Brown, District Freight sion on sales 123 per cent. ... \$7,000 and Godown Co. and stored at Consiguess' risk child and native servants. For London -- Mr. Agent, Vancouver, B.C., and sent to us. AUTHORISED CAPITAL£2,000,000. Parliamentary Procedure. TENDENT of the F. &. O. S. N. Co. to Knight. From Kobs .- For London .- Miss A. Sell-by Public Auction, at their Wharf and expense. House of Commons, 1887. Office and running expenses say 3,000 Freight will be received on Heard until 4 P Godown, on a day to be notified hereafter, No Claims will be admitted after the Goods Balance carried down 40,000 on the 3rd June. Iron Frame Trichord Pianos by all the best Registered Office, 40, THREADNEEDLE STREET have left the Godowns: and all Goods remaining 56,000 A QUANTITY OF MACHINERY:-All Parcels must be sent to our Office and makers, for Sale on the monthly purchase und-livered after the 23rd inst., will be subject LONDON. should be marked to address in full; and the REPORTS. Balance brought down \$40,000 PROPELLOR, PROPELLOR SHAFT, to rent Pianos for Hire at reasonable rates. same will be received by us until FIVE P.M. The British steamer Dafila, from Haiphong BRANCHES IN INDIA, CHINA, JAPAN Deduct 10 per cent of this CRANK SHAFT, CHAINS, WEIGHING All broken, chafed, and damaged Goods are to the day previous to sailing: balance for crew 36,000 MACHINES, AND THE COLONIES. 16th instant, reports moderate to light easterly Pinnos Tuned. be left in the Godowns, where they will be For information as to Passage or Freight, winds to Ladrones; from thence to port strong W. BREWER, Queen's Road. exumined on the 23rd inst., at 4 P.M. THE BANK receives money on Deposit, Thirty per cent. on \$36,000 ? for captain and officers...... \$ \$10,800 UNDER HONGEONG HOTEL. TERMS OF SALE, -- Cash. No Fire Insurance has been effected. E.N.E. wind. Buys and Sells Bills of Exchange, issues ADAMSON, BELL & Co., LANE, CRAWFORD & Co., SIEMSSEN & Co., Letters of Credit, forwards Bills for Collection, Depreciation of property Agents. The British steamer Amoy, from Shanghai Auctioneers. and Transacts Banking and Agency Business Net balance of profits CUTLER, PALMER & Hongkong, 19th May, 1887. 15th instant, reports from Shanghai to Lam-Hengkong, 17th May, 1887. Hougkong, 16th May, 1887. generally on terms to be had on application. ESTABLISHED IN 1815. mocks light to moderate S.E. to S.W. winds and cloudy weather; Lammonks to port mode. Or London, Bordeaux, Caloutta, Bombay, The sum of \$20,200 would be at the disposal THE "BEN" LINE OF STEAMERS. Interest allowed on Deposits:— TU be liking MADRAS, LAHORE, KURRACHEE, &c. of the Shareholders, and should the venture be THEATRE rate N.E. winds and clear weather. Fixed for 12 months, 5 per Cent. per Annum NOTICE TO CONSIGNEES. Are represented in China by then closed there would be, it is estimated, Fixed for 6 months, 4 per Cent. per Annum. CITY HALL. TO BE LET. Mesers, Jardine, Matheson & Co..... \$10,000 worth of Property, the Depreciation SHANGHAI SHIPPING. * Fixed for 3 months, 3 per Cent. per Annum. Fund of \$5,000 and the above \$20,200. STEMSSEN & Co..... FROM LEITH, LONDON, AND VERY COMFORTABLE On Current Deposit Accounts 2 per Cent. per THIS (THURSDAY) EVENING. LANE. CHAWFORD & Co. & by If the venture should be resumed a sum of SINGAPORE Annum on the daily balance. Lichang, British str., from Ningpo. HOUSE, FURNISHED the 19th May, 1887 H. E. REYNELL & Co. in Japan ... about \$7,000 would be required to refit and THE Steamship FURNISHED, commanding extensive Sea 8 Snal British str., from Hunkow. Subjoined are some of the items consigned by reman the Ship, &c., and a reserve of \$2,500 APPROVED CLAIMS on the ORIENTAL View and very Cool in summer. Nanzing, British steamer, from Foodbow. GRAND COMPLIMENTARY BENEFIT to cover further depreciation could be kept. these well-known Shippers 'BENLARIG." BANK CORPORATION, in Liquidation, or the Kung-pai, Chinese str., from Amoy. BALANCES of such Claims purchased on The balance would, suffice for a dividend of about SPIRITS, Captain Clark, HAVING ARRIVED from above THE HONGKONG DISPENSARY. 8. Rosetta, British str., from Hougkong. MR. ARTHUR RIGBY. COGNAC-The popular "4 Star" quality and 30 per Cent on capital. Ports. Consignees of Cargo are hereby requested 8. Afghan, British str., from London. advantageous terms. Hongkong, 5th May 1:57. the popular Stage Manager of The only Agreements in existence affecting to send in their Bills of Lading for coun-Agency of the National Life Assurance Aspic, French g.b., from Hongkong. TERSIONATURE by the Undersigned, and to TAKE ALINGER'S ENGLISH COGNAC-The well-known "2 Star" quality. the undertaking are :-- An Agreement dated the 9. Taiwo, British str., from Hankow. WHISKY SCOTCH, in Heart Shaped bottles, 10th May, 1887, between Mr. C. DE CHAMPEAUX IMMEDIATE DELIVERY of their Goods from E. W. RUTTER. Tungchow, British str., from Tientsin. DOOMS IN "College CHAMBERS." BOUFFE COMPANY. whisky scotch, in Ordinary bottles. on behalf of the Company and Capt. WALKER Manager, Hongkong Branch. Hongkong, 12th March, 1887. alongside. Feilung, British str., from Swatow. whereby the latter was appointed leader of the CONSIGNEES of NAILROD IRON are particu-9. Hae-ting, Chinese str., from Tientsin. No. 16, HOLLYWOOD ROAD. Business Manager: Mr. N. SALINGER. expedition upon the terms therein contained and The "Glenlivet" Whisky in round bottles. " larly requested to TAKE DELIVERY from 10. Yokohama Maru, Jap. str., from Japan. Stage Manager: Mr. A. RIGBY. The "Square bottle" Whisky of Napier Johnan Agreement of the same date between Mr. steamer in THEIR OWN BOATS, failing which the INTIMATIONS. 10. Kiang-teen, Chinese str., from Ningpo. DAVID SASSOON, SONS & Co. DE CHAMPEAUX on behalf of the Company and Captain will not be responsible for any mixing 10. Kiang-yu, Chinese str., from Hankow. Hongkong, 30th July, 1886. Mr. JOHN WILLMOTT whereby the latter was The piece selected for this occusion will be The Celebrated " CARLTON"-11 years old. of different lots that may arise from otherwise 10. Pantah, Chinoso str., from Tientsin. GILBERT and SULLIVAN'S Æsthetic Comic WHISKY IRISH, the best selected, very fine. appointed the Secretary of the Company. Both TO LET. discharging same. 10, Ingo, German str., from Nagasaki. Opera in Two Acts. N.B.—All the above Spirits are of excellent these Agreem nts are open to inspection at the The Steamer is berthed at the KOWLOON 10. Chin-tung, Chinese str., from Tientsin. Company's Office, where copies of the Prospectus DOOMS in CLUB CHAMBERS. Entitled quality, and are recommended Piers, and any Cargo impeding her discharge will there be landed into Godowns and stored at ARMY CONTRACTS. 10. Nierstein, German str., from Tientsin. "PATIENCE," and forms of application for Shares can be 10. Activa German str., from Nagasaki. For Invalids use, PORT & SHERRY-Very | FINDERS, in Duplicate, will be received at obtained, and a copy of the memorandum of Consignees' risk, and expense. 10. Cambodia, British str., from New York. Superior and reliable. AMOROSO, MANZA-"BUNTHORNE'S BRIDE." DOUGLAS LA RAIK & Co. the Undermentioned Office until Twelve Optional Cargo will be forwarded on, unless 10, Omega, British bark, from Singapore. NILLA. & PALE DRY SHERRY, distin-Application for Shares will be received by the Hongkong, ist February, 1882 notice to the contrary be given before Noon, o'clock, Noon, on THURSDAY, the Twenty 10. Ulysses, British str., from Liverpool. CHARACTERS: guished by Blue, Black, and White Seals, Company's Secretary up to and inclusive of the Sixth day of May, 1887, for the CONSTRUC-TO MORROW, the 18th instant: 11, Iohang, British str., from Ningpo. Col. CALVER-TO BE LET. TION OF A STEAM LAUNCH for the WAR 20th May, 1887 Charming Wines. Suit all tasles. No Claims will be admitted after the Goods Mr.FRANED'ESTE 11. Wismar, German str., from Nagasaki CLARET, viz., Mouton, Larose, St. Estophe, Hongkong, 12th May, 18:7. have left the Godowps, and all Goods remaining THE EXTENSIVE PREMISES DEPARTMENT. 11, Yehsin, Chinese str., from Weihaiwei. Major Mun- Officers of Medoc in Quarts & Pints. Need no recomafter the 28th instant will be subject to rent. Full particulars can be obtained on application TIMBER. Queen's Road (next to the Commissariat 11. Wuchang, British str., from Tientsin. , G. C. WILSON d Dragoon GATROYD mendation. All Claims must reach us before 4 P.M. 11, Amoy, British str., from Hongkong. to the Senior Commissaciat Officer, Com-Buildings | lately occupied by the ROYAL NAVAL Guards. Lieut, the For Prices apply to either of the above Firm the 28th instant, or they will not be recognised. missariat and Transport Office, between the THE Undersigned. Agents for Messrs. H, SALINGER DEPARTURES. SHAMAN'S CLUE. DUKE of No.Fire Insurance will be offected. E. E. ABRAHAMSON & Co., Sandakan, Oder, German str., for Bremen. hours of 10 A.M. and I P.M. Apply to DUNSTABLE Tenders are to be accompanied by a drawing British North Borneo, are now prepared to Bills of Lading will be countersigned by Wha on British str., for Hankow. LINSTEAD & DAVIS REGINALD BUNTHORNE THE PUNJOM AND SUNGHIE DUA . ARTHURRIGET showing the general plan of Launch. submit for inspection Samples of hard and soft GIBB, LIVINGSTON & Co., Abyssinia, British str., for Hongkong. Hongkong, 2nd May, 1887. (A Fleshly Poet) BAMANTAN MINING COMPANY, The Secretary of State for War does not TIMBERS suitable for Wharves, Building and Movune, British str., for Hankow. ARCHIBALD GROSVENOR Hongkong, 17th May, 1887. A. FAWCETT TO LET AT THE PEAK. LIMITED bind himself to accept the lowest or any Tender. General purposes. 8. Yangteze, British str., for Hongkong. (An Idyllic Poet) 8 Sin Nanzing, British str., for Chefoo. Commissariat and Transport Office. GIBB, LIVINGSTON & Co... MissElsa Wilson NOTICE is hereby given to the SHARE NOTICE TO CONSIGNEES. SEMI-DETACHED FOUR ROOMED LADY JANE Queen's Road. Agents. L. SALING B Kutsang, British str., for Amoy. DWELLING HOUSE situated on HOLDERS of the above Company that ANGELA . Maidens Hongkong, 17th May, 1887. Hongkong, 2nd November, 1886. COMPAGNIE DES MESSAGERIES 8. Kung Wo, British str., for Hankow. in pursuance of Art. 11 of the Companies' .. ALICE SMNETT SAPHIR Mount Gough. Essex, Amr. corvette, for Nagasaki. PATIENCE (A Dairy Maid) .. MARITIMES. . T. SARONEY Articles of Association a Final call of \$5 per LARGE GERMAN EXPORT HOUSE IMMEDIATE POSSESSION. BANGKOK. Anchises, British str., for Hankow. PAQUEBOTS POSTE FRANCAIS. Arrangements can be made for use of an Share will be made on the 3rd day of June, 1887, with own Manufactories of Stone, Porce-9. Ichang, British str., for Ningpo. payable at the HONGEONG AND SHANGHAI lain and Glass Marbles, Slate Boards, Slate CHORUS OF DRAGOON GUARDS. UNIVERSAL HOTEL. Asphalte Tennis Court. ONSIGNEES of the following Cargo are requested to send in their Bills of Lading 9. Cito, German steamer, for Vladivostook. Pencils, as well as petty Wooden Ware, such as Pen Boxes, Caskets, Rulers, &c., is desirous to HE Undersigned having taken over the For Particulars, apply to GIBB, LIVINGSTON & Co. BANKING CORPORATION. 10. Antonio, British str., for Wuhu. SPLENDID NEW COSTUMES AND And further that interest at the rate of 10 to the undersigned for countersignature, and 10. Afghan, British str., for Nagasaki. per cent. per Annum will be charged on all calls enter into connection with Responsible Importers. APPOINTMENTS. A above Establishment are prepared to Hongkong, 10th May, 1887. 10. Kung-pai, Chinese str., for Amoy. take immediate delivory. This Cargo has been which shall remain unpaid after the 3rd day of AGENTS WANTED EVERYWHERE. Apply to R. provide VISITORS with the Best Accommodation. OFFICES TO BE LET. MUSICAL DIRECTOR ... Mr. H. W. POWYS WOOD 10, Kiang-yang, Chinese str., for Hankow. 10, Meefoo, Chinese str., for Tientsin. landed and stored at their risk and expense. D. 180, care of Messrs. HAASENSTEIN AND 8157 ULRICH & SCHUMACHER. LEADER OF ORCHESTEL ... Mr. C. SCHROEDER No Fire Insurance has been effected The TRANSFER BOOKS of the Company | Vogler, Advertising Agents, Frankfort on the A TNo. 38, QUEEN'S ROAD CENTRAL 10. Nanzing, British str., for Foochow. NOTICE. Ex " LABOURDONNAIS" and " MELBOURNE." will be CLOSED from the 27th May to the 3rd | Main, Germany. PRICES OF ADMISSION :with Compradone's Rooms and entrance QS in (diamond) 1/8=3 cases Chisels, Augers, 10. Poochi, Chinese str., for Chefoo. June, 1887, both days inclusive. Dress Circle and Stalls \$2.00 T CE CREAM, ICE CREAM, ICE CREAM, in STANLEY STREET, 10. Glaucus, British str., for London. &c, from London, consigned to Order. A. O'D. GOURDIN, FI'HE CHINA & JAPAN TELEPHONE Back Seats..... 1.00 Kiang-teen, Chinese str., for Ningpo. SERVED DAILY AFTER 12 NOON IN G. DE CHAMPEAUX, · COMPANY, LIMITED. Secretary. HONGKONG DISPENSARY. 11. El Dorado, British str., for Chefoo. ROTISSERIE Agent. Hongkong, 18th April, 1887. Military and Sailors in uniform Haif-price, to Hongkong, 15th March, 1887. HONGKONG HOTEL. 11, Hae-ting, Chinese str., for Chefoo. Hongkong, 15th April 1887. CENTRAL EXCHANGE 4, CLUB CHAMBERS. back seats only. 11. Shanghai, British str., for Hankow. TO BE LET. The above Company's Exchange is NOW OPEN for Telephonic Communication.

Rate of Subscription is \$80 per Annum, payable quarterly in advance. Electrical material CHUN MOON, DECEASED. Hongkong: 22nd April, 1887. 11. Tungchow, British str., for Tientsin. To avoid disappointment secure your seats: INTIMATIONS. 11. Sual, British str., for Hankow. EACONSFIELD," at present occupied TOTICE.—LETTERS OF ADMINISTRATION 11. Feilung, British str., for Chefoo. by the Hongkong and Shanghai FONG, PHOTOGRAPHER Has just added to his COLLECTION. have been granted by the Supreme Court. NOTICES OF FIRMS. BANKING CORPORATION. Possession from 1st 11. Iohang, British str., for Ningpo. Reserved Seats may be booked at Messrs. to NG FAN, and all Persons having CLAIMS of all descriptions kept in stock for sale. 11. Ingo, German steamer, for Nagasaki. KELLY&-Walsh's Limited, where a plan of the against the Estate of the said CHUN MOON, ELECTRIC BELLS a speciality. of VIEWS some NEW SCENES and Photos. NOTICE. Hall may be seen. Apply to Deceased, are requested to send in particulars of of NATIVE TYPES, copies of which are obtainable Houses fitted up and kept in order at most BELILIOS & Co., OONG SHING & Co., Doors open at 8.30 P.m. To commence at 9 P.M. their Claims to me, the undersigned, Solicitor in his Studio or at Mesers. KELLY & WALSH'S. Moderate Prices. THE INTEREST AND RESPONSIBILITY of the or to Dealers in for the Administrator, or to the said NG FAN on IVORY MINIATURES of Superior Quality and Hongkong, 19th May, 1887. TELEPHONE material supplied on sale or late Mr. GEORG THEODOR'SIEMS. CHINESE CURIOS. PICTURES, SHARP & Co., or before the 6th day of June, 1887. of Excellent and High Finish. PERMANENT WANTED. SEN in our Firm Cessed on the 24th November, Estate Agents. BRONZE WARES, ENLARGEMENTS of PHOTOS. Bud VIEWS and Dated the 6th day of May, 1887. AGENTS for ELECTRIC LIGHTING, 1886, and that of Mr. PAUL GERHARD Hongkong, 11th March, 1887. AND ALSO HENRY J. HOLMES, reproductions of the same on Paper, Canvas, or ONE SUITABLE ROOM UNFURNISH-ED, with BATHING ACCOMMODATION for both ARC and INCANDESCENT. HUBBE on the 31st December, 1886. OLD PORCELAIN, JADESTONE, &c. Solicitor for the Administrator, TO BE LET. Estimates furnished free. Mr. JACOB RUFF has been authorized to 58, QUEEN'S ROAD CENTRAL, 24, Queen's Road, Hongkong 934 INSTANTANEOUS VIEWS, GROUPS and POR- & GENTLEMAN. WITH EARLY POSSESSION. Sign our Firm per procuration from this date. A. J. THOMPSON, HONGKONG. TRAITS are taken in any state of the weather, SIEMSSEN & Co. -Address Acting Agent. 66 DIBNEE VILLA"-PORFULUM. WONG MAN SHING, and all Permanent Processes, are executed on Hougkong & China, 14th February, 1887. | 401 NOTICE. Hongkong. 🌯 Moderate Terms.
STUDIO—ICE HOUSE LANE. Hongkong, 17th May, 1887. Dealer in Hongkong, 28th March, 1887. SHARP & Co., FURNITURE OF ALL KINDS, NOTICE. HONGKONG AND WHAMPOA DOCK Estate Agents. THE Undersigned have been appointed Sole JAPANESE LACQUERED WARES, COMPANY, LIMITED. RIFFITH'S TAYE Have THIS DAY REMOVED to the Hongkong, 11th April, 1897. Agents for the Sale of their Goods in CURIOS, &c., &c. CHIPMASTERS AND ENGINEERS are Hongkong and China by Messrs. J. & R. TEN-2nd Floor of No. 5. Queen's Road COAL MERCHANT, PRICES MODERATE. respectfully informed that, if upon their NENT, Glasgow, and Messrs. DAVID CORSAR & 53, QUEEN'S ROAD CENTRAL, PHOTOGRAPHIC VIEWS. has always on hand NOW READY. LINSTEAD & DAVIS. LARGE STOCKS OF EVERY DESCRIPTION OF arrival in this Harbour, none of the Company's Sons. Arbroath. Victoria Hotel Buildings. of Hongkong, and Ports, Hongkong, 14th May, 1887. Foremen should be at hand, orders for repairs if Hengkong, 16th February 1887. ARNHOLD, KARBERG & Co. COAL THE KUNG HO CHIH YU WALTZ Are the Newest and Best published, have the sent to the HEAD OFFICE, No. 14, Prays FOR SALE AT A MODERATE PRICE, Hongkong, January, 1867. NOTICE, 號。生。怡 Central, will receive prompt attention. greatest degree of permanency and are moderate No. 85, PRAYA CENTRAL. THE FEIHOC WALTZES.

OSEPH GILLOTT, 8

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PARIS, 1878.

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Stationers and Dealers.

ESSRS.HENRY PRINCE TENNANT

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DARBY, and BENDYSHE LAYTON were

admitted PARTNERS in our Firm in China and

Houghoup on the 1st January, 1887.—GIBB, LIVINGSTON & Co.

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~Shanghai.

12th January, 1887.

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HOLLIDAY WISE & Co.

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to rectify the cause of dissatisfaction.

Hongkong, 26th August, 1885.

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Secretary.

ENTIMATIONS.

NOW READY. 1837 HRONICLE AND DIRECTOR

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THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk. WATSON & Co., LIMITED.

HAVE BEEN APPOINTED SOLE AGENTS

HONGKONG, CHINA, AND MANILA

MAWSON'S NEW PATENT FILTERS WITH RENEWABLE MEDIUM. Handbills, shewing Construction and Pattorns,

Supplied on spplication. A. S. WATSON & Co., LTD. THE HONGKONG DISPENSARY, HONGKONG, Established 1841.

Hougkong, 30th April, 1887.

At Hanwell, London, on Good Friday, the wife of Major-General A. H. A. GORDON of twine, son and At Tientain, on the 28th April, the wife of JOHN C. Bors, of a son, stillborn.

MARRIAGE. On the 5th instant, at St. Joseph's Cathedral. Shanghai, DAVID GILLIES, Beretary of the Hong-ALICE, eldest daughter of L. L. Bush, Esq., formerly | chow, on the North coast of Shantung, to Chefoo. of Hongkong.

The beloved wife of E. W. TERREY. Hongkong and steamer Carthage, on the 9th A vil, and was buried curtain in response to a unanimous call, and in a ference have accepted the Imperial proposal for heard cries for help, and then saw the men comat Suez, on the 10th, aged 32 years. Hotel, THOMAS T. BENNING, Captain of steamer age he and his Company had received during

HONOROS - MAY 19TH, 1887.

WHILE, as in every other part of the world, we have the poor always with us, there is, we think, far less solual distress in Hong- of the plunder. kong than in most large centres of popula-

Colony is the focus of so much commercial that few Asiatics need want for employment, population have their regular and as a rule Tis. 2.50 per picul. well paid occupations. Of course there are waifs and strays from the moreantile marine are not ashamed, but they are comparatively. few in number, and usually receive gratuitous lodging from the Police Authorities and help from the Poor box. The Seamen's Chaplain is also on the alert to see after the mariners on the "beach," and assistance is readily obtained to secure them a ship. Private benevolence has done more for these castaways than the Government, which has kong. In this policy they have, we feel con-To establish any institution of the sort for season's teas have already arrived at Hankow. European paupers would some day lead to the Indeed, this very scheme was among-the Majesty's Jubilee. It met with no countenance from any section of the residents, and

Chinese on this island should excite the Times.

most determined opposition from all classes

of the industrious population.

tion being founded in the Colony would soon five miles north of Amoy on 16th inst, at 5 a.m. be noised among all the idle and the vicious Both vessels were flying the French flag. He in every part of the great province at our doors, and the fame of its charities would the French mail steamer Anadyr, which left this possibly bring lonfers from Fubkien and port for Shanghai on Saturday evening. The the arrest of the woman. Chekiang. The Chinese as a race are industrious -- because pressity, which is a hard | On receiving the information he at once telemaster, drives them and keeps them at their graphed to Shanghai, to see if their surmise was daily toil. There is, however, a numerou- not received any reply. class in China, as elsewhere, who will not work at all so long as they can get their wants supplied in any other way. This class annual report of this steamship company shows Ayau was master of a chandler's shop at Stanley, recruits the ranks of the mendicants who that the condition of the concern becomes worse and was in the habit of coming to Victoria to awarm in every city in China, and who m some places fiercely demand relief as a right, had to take lower freights last year than they purpose when he met prisoner and another man. often under thiests. There are, as we have intimated before, few cases of real and de- had also served to contribute to the unsatisfactory severely with bamboos, and robbed him of \$10 serving distress in Hongkony, and these state of the returns. The directors were con- which he had with him. On 5th way, complainusually get relieved; but the tribe of professional beggars every now and again re- ing at the fact that in Europe and America robbed and assaulted him, from about twenty lying down under the versudah in Queen's road ceives large reinforcement. There are more than enough of these persons in the Colony. few of whom belong to it; most of them having come, like the traders, to try their luck in exploiting a new field. Their stock - viz., 275,000 mks. in-trade consists of deformities real or tretended, always arifully made the most of, or disgusting sares which are and more unpleasant by the disgusting plasters or ing was concerned, quite as successful as when The jury found the prisoner guilty. bandages applied to them. We are glad to scenery, dresses, and staging were far superior. made a raid on these pests of society and necessary that a sharp watch be kept upon these beggars, who worry and pursue every should be deported on their first conviction. Authorities, but every now and again a crusade against them, and they are then paper pives an illustration of this. When His Excellency Tann You-Ying was Go-Foothow of beggnrs in the following manner. and made to clean them every day, providing them, of course, with food and clothing, but ing and some of them ran away. Upon this

under them. In this way for a time the Binian City was delivered from the pest. Although Governor Tsen's drastic remedy could hardly be applied in this colony; the discouraging influence of some severe shot drill with very low dist might be tried on able-bodied paupers in Victoria Gaol. The great charm of life to the Jolly Beggar is the absolute freedom from the obligation to toil which the misdirected alms of kindhearted but unreflecting persons affords bim. Free lodgings in the Gaol would be It is proposed to illuminate the Public Garden and he was charged with uttering the same. It the bund at night, to have a pyrotechnic display on would be for the jury to say on which count the bund lawns, with an illuminated fountain, and they thought prisoner guilty. The facts of the when compelled to do a bard task for every

Jurors are requested to be in attendance at the Supreme Court this morning at half-past

The British steamer Dafila, from Haiphong 16th instant, brought on treasure to the amount of 3127,110.

Captain A. J. Loftus, hydrographer to the nine months' loave of absence.

An Imperial Decree appoints Shang Ch'angmon, formerly second Tartar-General at Canton, to the Admiralty Office for general service.

The Agents (Mesers, David Sassoon, Sons & Co.) inform us that the steamer Japan, from Caloutta, left Singapore yesterday for this port.

The Agent informs us that the Austro-Hungarian Lloyd's steamer Titania, from Trieste, left Singapore on Tuesday afternoon for this port. The Agents (Messrs. Adamson, Bell & Co.) in- It is a serious business to carry such an immense form as that the Shire Line steamer Denbigh- menagerie about the world, especially by sen,

The C. M. S. N. Co., says the N. C. Daily News, are to be congratulated upon the great improvements that have been made to their steamer Yunaning. She has had a niece cut off her stern, and her bow has been lengthened. She has also had new 18 ton boilers but into her. kong and Whampon Dock Company, to Gentrude She is intended to bring strawbraid from Lai-

At the conclusion of the performance of the Fun on the Bristol Company at Shanghai on board the P. & O. Co.'s the 12th instant, Mr. Sheridan came before the are attending the sittings of the Colonial Consbort speech thanked the public for the patron- the naval defence of the Colonies. [965] their visit to Shanghai, and expressed his intention of returning there from Japan for another season, with fresh attractions.

In the Supreme Court yesterday, a somewhat novel ples was advanced by a prisoner as a reason for-leniency-of-sentence. He-was charged with robbery with violence, to which he pleaded guilty, but asked his Lordship to take into conideration, when he sentenced him that he had been most unfortunate. He had not made a cent out of the robbery, as the other man, who, had evaded arrest, had decamped with the whole

tion, whether European or Asiatic. This Foodhow tea merchants have received telegraphic on pressing business. There was another case, in persons in charge refused to pay him. He advices from Cantor stating that the newseason's which they were both engaged, which would teas have been sold for four or five tack less per probably occupy Wednesday and Thursday of of the house, when he was arrested by the activity, its trade is so vast, and the throb- pioul than last year's prices, and the Foochow next week, and he therefore asked that the case lokang. bing of its pulse so steady though so rapid tea market having always been the same as might be adjourned till Friday, 27th May. Can'on, it is feared that this year's business will The Acting Attorney-General offering no opbe unprofitable. A certain tea firm sold 100 position the case was adjourned till the date and the British and Foreign element of the piculs of Poh-mow, on the 7th inst, at a loss, of mentioned.

The May Criminal Sessions commenced yes ciously, and unlawfully setting fire to the house terday at the Supreme Court, before Hon. J. Russell, Acting Chief Justice. The calendar who cannot dig though some of them to beg this month is not a very heavy one nor are the charges of a very serious, nature. Of the six Messrs, P. T. F. Grimble, J. W. Maclehose, eases tried yesterday, in five instances the jury Francisco Marques, E. H. Joseph, Louis Piron, found the prisoners guilty, while in the remaining | C. H. J. Siemen, G. H. Swales. plainant placed under arrest and charged with in stating the case to the jury, said that a serious offence. It appeared that on the Rosebery on the 20th July, 1886, the law officers

The Mercury of the 14th instant hears that the which they would attach to that evidence. that the Glenogle is likely to be the first steamer in the house No. 4, Wai Tuk Lane. On letinst, him 80 cents, and the prisoner left giving him a original draft of the regulation was being conto get away. The Courter translates the follow- slie was in the cook house, and on coming out receipt bearing a chop which he supposed was ing from a native paper:-There are now on the saw the defendant in the act of setting fire to a Hankow market 165 chops of Hu-Kwang tons, basket at the door, containing shavings saturated thing in the shape of a poor-house in Hong- last year's and new season's tess; 395 chops of lost was at last successful, after jettisoning a last year's and new season's tess; 395 chops of lost was at last successful, after jettisoning a last year's and new season's tess; 395 chops of lost was lost the shape of a poor-house in Hong- last year's and new season's tess; 395 chops of lost and the shape of a poor-house in Hong- last year's and new season's tess; 395 chops of lost and the shape of a poor-house in Hong- last year's and new season's tess; 395 chops of lost and the shape of a poor-house in Hong- last year's and new season's tess; 395 chops of lost and the shape of a poor-house in Hong- last year's and new season's tess; 395 chops of lost and the shape of a poor-house in Hong- last year's and new season's tess; 395 chops of lost and the shape of the neighbours and Washer Ningchow and Keemen tess, amounting to shapt came to her assistance. The woman would tell paid, and shown the chop was returned to those who have paid them, on pre- held wearesting the agaidant and Contains 161,000 chests. Nearly one half of Ningohow the jury that prisoner was her lodger, and that vinced, the full support of the community. and Keemen, and one quarter of Hu-Kwang, new she naked him for a small amount of rent owing

In Siam a man who has sold himself at gamformation of a poor-house for the Chinese, bling can compel his wife, if she has the money, to redeem him, but he thereupon becomes her property and chattel. This is a very equitable proposals submitted as a memorial of Her arrangement. The wife, if she desires, can sell her husband off, along with his summer pah'oen, for a plaster of Paris image of Bismarck or-a spotted dog. And we are not surprised a woman dropped through as quickly as it was suggest- with such a husband should so desire, as was ed. It was well that such was the case, for any proved the other day when Ma Samut exchanged her better half for a share in a house near Wat serious attempt to establish a poor-house for Chang, a cow, and 20 ticals in silver.—Bongkok

Capt. C. W. Pearson of the British steamer Struthleven, which arrived at this port from to the jury. The fact of such an electric-yeary institu- Nagasaki yesterday morning, reports being seen a vessel with another in tow, about twenty was not near enough to make out their names, but he believes the disabled vessel to have been jur agent here is of the same opinion, as he has received no news of her arrival at Shanghai correct, but up to a late hour last evening he had feloniously assaulting the said Fung Ayan.

Kuhlow, referring to the Flensburger Dampf. The Acting Attorney-General said that the schiffahrts Gesellschaft von 1869, says :- The case was a simple and very short one. Fung with every successive year. The greater number buy goods about twice a week. On the 25th of the steamers, which trade in Asiatic waters, April he was coming to the town for that had ever taken. The depreciation of silver with Prisoner said This is the man," and then with the consequent fall in value of Asiatic money his accomplice set on complainant, beat him sidering at one time whether they should with ant was taken to the Police Station at Stanley draw the vessels from the China coast; but look- and picked out the prisoner as the man who had matters were no better they decided to let them men. remain. As it is necessary to write off a large | Fung Ayau, the complainant, and Sergeant sum for steamer depreciation the renewal fund Butlin, who arrested the prisoner were called as has to be drawn upon to the extent of 206,682 witnesses. mks. The reserve fund stands intact at the statutory amount of 10 per cent. of the capital, any questions to put to the witnesses, prisoner

On Tuesday evening, at the Theatre Royal, very unfortunate as he had not got a cent Salinger's Opera, Company gave a performance from the robbery. The other man not in custody of the Mikado I he piece was, so far as the act. had taken the whole of the money stolen. they produced it on a previous occasion while the . Sentence was deferred. note that the Police some little time and The dresses should be particularly singled out for praise, more especially as at the last perform- hammer, the property of the Hongkong, Canton ance of the piece it was our duty to complain of and Macao Steamboat Company. He pleaded arrested more than a dozen of them. It is this part of the entertainment. Now, however, guilty. all this is remedied. Mr. Salinger, in order to The Acting Attorney-General, in charging charged by Yik Fuk Hi, fisherman, with at regret deeply that it should be so, the communi- Penang, and went to Perak where he arranged portunity, while in Japan, to get a new set Cloud, one of the Company's steamers, was lying Aplichau on the 6th instant. stranger shopping in Queen's Road. They throughout, made by a native costumier. The alongside the wharf at Hongkong. The fireman Complainant stated that on the 6th instant refusal to take part in any farewell dinner or tality for some time he returned to Penang, and whole of the dresses are pretty and artistic on board went to his breakfast and placed his he was with his wife in his own boat, sleeping, movement in which they could not honestly ten days afterwards the news arrived that Mr. and punished on the second. In China the characters are really gorgeons. Of the piece board, takes hammer, and conceal it up his sleeve. for \$10 which was refused them and they went perhaps becoming and graceful in a certain clique, Malays. Captain Bowers at once placed his beggars as a rule are little noticed by the itself we have before written at some length, but The freman captured him and gave him into the away making a great uproar saying they would but that would have been sheer hypocrisy in steamers at the disposal of the Government witha zealous official who detests sloth conducts tunity of giving snother representation before him. of strength as Ko-ko, and his singing of his part arrested prisoner, were called as witnesses for ed, the other men escaping. apt to fare badly for a time. A vernacular of the well known duet "The Flowers that bloom the prosecution. in the Spring," gained a well merited encore. Prisoner stated in defence that on the morn-Mr. Arthur Fawcett and Mr. G. C. Wilson were ing of 2nd May he was on board the White labour. seen to better advantage than in Iolonthe, Cloud when a nail come out of his shoe. He vernor of Fubkien he cleared the streets of while Mr. Frank D'Este as the Mikudo, although took up a hammer and was about to mend his his voice is still a little rough, was well received, shoe, when the fireman and others came up, Mr. Herbert Salinger's good acting and un- accused him of stealing the hammer, and beat As the streets in that city were very dirty, musical voice about balanced one another, the him till he was unconscious. he ordered all the mendicants to be arrested former porhaps preponderating. Miss Saroney The jury returned a verdict of guilty against was a perfect Katisha, except as regards make the prisoner. up, while Miss Elsa Wilson and Miss Emmett | Four provious convictions were proved against worked hard as Pitti Sing and Peep Bo him. the lazy wretches soon got tired of work- respectively, and Miss Lens-Salinger was as His Lordship postponed the passing of much at home as Yum-Yum, as she is with sentence.

of the Queen's Jubilee at Shanghai is advertised passage ticket, with intent to defraud. (4) Unlawfully uttering the same. in the local papers:

It is proposed that the Jubilee Celebration sha take place in Shanghai on Tuesday, 21st June. 1887, which it is hoped will be declared a public holiday. It is proposed that the celebration shall begin with the despatch from the British community to Her Masty by telegraph of a congratulatory message ; to b followed by a Service of Thanks at the Cathedral 10 a.m.; after which there will be a procession, which the Senior Naval Officer and the Shanghai Volunteer Corps will co-operate. In the afternoon it is proposed that the British community shall entertain the whole Foreign commu

nity and the Chinese officials at a Garden Party in the grounds of the British Consulate from 4.80 to 6.30 p.po fire balloons, &c., and a torch-light parade of the Fire

It is professed to erect Venetian masts along the band, with flage, streamers and festoons of coloured

The Courier learns that on the evening of Tuesday, the 10th inst., a heavy N. W. squal occurred at Tientsin, which blew down all the bably happened before the performance took Owari Maru from Japan on the 4th instant; and was true, he should ask for a conviction. unfolded, and an opening performance is of the value of tickets, the Company ran the risk announced for to-night (May 7th). The rapidity of being summoned for overcrowding. The acwith which these preparations have been made The animals are all in perfect condition, having a ticket to the defendant. suffered nothing apparently from the voyage. shire, from London, left Singapore yesterday for and the enterprise deserves a handsome reward,

> LATEST TELEGRAMS. FROM "BANGOON GAZETTE."

London, 29th April. DEFE CE.

The Delegates from the Crown Colonies who

SUPREME COURT.

18th May. Criminal Bessions.

BEFORE HON. J. RUSSELL, ACTING CHIES

THE HONEAM STRAND ARSON CASE. In connection with this case Mr. Brereton, who prosecutes, said that Mr. Francis, Q.C., who appears for the defendant, had been called away to Canton in there and gambled. Having won money, the

Kam Ato was charged with feloniously, mali-

Prisoner pleaded not quilty. The following gentlemen served on the jury:-

the case depended upon the evidence of 4th May the Hop Ping Shop engaged a steam of the Crown being of opinion that the levy of one woman, and the amount of credence to her, and there was a quarrel about it. Ma On, who lived on the opposite side of the street, would be called as a witness, and would state that on

hearing ories of fire he ran over and saw the fire burning at the door. The evidence of the woman and Man On was then taken in support of the Acting Attorney-General's statement. Inspector Quincey, who examined the house after the fire, was also called. The defendant then called several witnesses to prove that at the time named as his setting the bouse on fire, he was at his work.

-The-Acting Attorney-General said that thought that after the evidence just taken it was hardly worth while to go on with the case His Lordship thought the case had better go second prisoner. The jury unsuimously acquitted the defendant.

His Lordship expressed an opinion to the Attorney-General that he thought there was no doubt that the woman had brought a false charge and that she should be charged with per-

The Acting Attorney-General gave orders for ROBBERY WITH VIOLENCE.

Li A Ng was charged, with another man not in custody, with robbing Fung Ayau of \$10.at Taitam Tuk, on the 25th April, and also with Prisoner admitted robbing complainant of \$5, not \$10 as stated in the charge.

' In reply to his Lordship as to whether he hadsaid he had not. He only wished to know how.

long he should be imprisoned. He had been

Chu Tsz Tsoi was charged with stealing a

The prisoner pleaded not guilty. In his charge to the jury, the Acting Attorney-General said that prisoner was charged upon four counts. He was charged with forging a receipt for \$10, and he was also charged with uttering the forged receipt. After hearing the evidence, it would be for the jury to say whether they thought prisoner was guilty of forging the receipt or only of uttering the forged receipt. In the third count he was charged with forging a written document purporting, to be a cortain contract passage ticket, and in the fourth count oase were briefly as follows :-- On the 5th Aprillast Mr. Richards, shipping clerk to Messrs. Jardine, Matheson & Co., went on board the Glenlyon and lights, with triumphal arches and transparencies at found there a man with a forged passage ticket. The man said he had received it from one Sc Sao Kai, and So Sao Kai stated that he, in turn, had got it from the defendant Ng Fat Ng Fat admitted this to be true and stated he had bought it from the Wing Mow shop, agents. This protocol has already been published by you

tents balonging to Signor Chiarini's Circus, but for Messrs. Jardine, Matheson and & Co. Defortunately no lives were sacrificed. This pro- fendant was taken to the Wing Mow shop where the account int denied ever having issued King of Siam, has left Bangkok for Europe on place, for had it been on the occasion, no doubt the ticket. If the jury thought that defendant's several lives would have been lost. From the statement was correct, of course they would Chinese Times we take the following :- The acquit him, but if they thought that the statelong expected Chiarini Circus arrived by the ment of the accountant of the Wing Mow shop in spite of the wet weather which has interrupt. Mr. Richards was called and declared the ed all work an ! reduced the ground to a state of | ticket to be a forged one. They had had a great angmire, the immense tents have been gradually many forgeries lately, and in addition to the loss

> countant was also called and stated the ticket to forgery for ought he knew, but he bought it from the accountant of the Wing Mow shop. . The jury returned a verdict of guilty on the second count only.

> The passing of sentence was postponed, ROBBERY WITH VIOLENCE. Lok Amun was charged with feloniously assaulting Ho Ayut, and stealing from her the sum

Prisoner pleaded not giulty. The Acting Attorney-General, in his charge THE CROWN COLONIES AND NAVAL to the jury, said that on the 27th April at about some accounts, when she saw prisoner at the bar and four other men go up into the cock-loft. She ing down on to her floor. They came in and solved the money which was on the table, three dollars and some conts, and held daggers to her throat while doing so. She called out and the men went away. A lokang saw the five men coming out of the house, armed. Not caring to interfere with them, in consequence of being alone, he waited till four men had passed, and then seized the fifth, the prisoner. The man struggled, but he succeeded in holding him and took him to the Police Station. The next mornpointed out the prisoner, unhesitatingly, from among a number of men. The prisoner stated that the cock-left of the house was used as a gambling house. He went

The jury found the prisoner guilty. Sentence deferred.

Wong Akow and Cheung Ashing were charged with (1) forging a certain bill for the payment of money with intent to defraud; (2) with feloniously obtaining money under a forged bill; (3) feloniously uttering a forged bill, well knowing it to be forged;

Prisoners pleaded not guilty on all counts. The Acting Attorney-General said he felt sure the jury would feel shocked at instructions have been received at the British seeing two such young prisoners, mere boys, Legation to discontinue levying registration standing in the dock charged with such fees under the regulation approved by Lord launch to tow a cargo boat to a steamer. On 8th fees by a Minister's regulation is invalid, and May the first prisoner came to the shop and pre- that an Order in Conneil is necessary for such a sented a bill for the hire. The shop coolie gave purpose. This point was overlooked when the thing occurred at the Yuan Fat Hong. The to.its issue here. The remainder of the regulacame again, to detain him. Accordingly when pri- discretionary power to this, end having been soner again called and presented a bill for \$2, he given to Her Majesty's Minister. was arrested. Prisoner said that there was ancorresponded with those on the forged bills.

were called in corroboration. Prisoners stated that they prepared the bills tax. with the knowledge of the foki. Second prisoner admitted that he had kept the money after | paper :collecting it, but he had promised the master of

the second prisoner guilty on the first count.

POLICE COURT.

18th May.

BEFORE MR. H. E. WODEROUSE. ASSAULT ON AN EXCISE OFFICER.

ant, who was an ox constable, used to drive away are invited to communicate with one of the the hawkers in the execution of his duty. On Committee. the day in question he was walking in the street near-the Western Market when the three defendants and a number of others set upon and served on him a sound licking. Complainant said it was out of revenge that the hawkers treated him in that way. Case remanded till Monday.

ASSAULTING THE POLICE George Sproke, stoker of H. M. S. Linnet, was charged with assaulting a Police constable in the execution of his duty, on the 18th inst. Complainant stated that he found defendant East. He told him to go away but he would not get up. He steeped to assist defendant when the latter struck him with his fist and kicked him in the shin.

Defendant said he did it in self defence. He was fined \$2, or fourteen days' hard labour PUBLIC GAMBLING. Nine Chinese were convicted of public gambling at No. 16. Burd-street, on the 17th instant, and were fined \$5 each.

Chenng Fuk, of 5, Gage-street, was fined \$25 or dealing in taze-ia lottery. BEFORE MR. E. MACKEAN.

ATTEMPTING TO EXTORT MONEY,

MACAO. FROM OUR CORRESPONDENT.

The following is gleaned from the Jornal das Colonias. ment the convention between Portugal and China with regard to the collection of opinm oult question, which neither side had the offered a small subsidy for a steamer to trade in revenue at Macao:--

The Government of His Most Faithful Majesty the The waxed very wroth, and ordered the punk ways to be decapitated. Subsequently the beggars were divided into gangs, and the beggars were divided into gangs, and the object were responsible for those placed.

The dovernment of this most sateral majesty the condition and ordered the short and nedges are not very pleasing avery musical voice. We have no doubt that he persuadence, for this purpose. He brought the versal dence, for this purpose. He brought the trouble. We have no doubt that he persuadence, for this purpose. He brought the trouble of himself he could not possibly go wrong in out about a year age and has since here doing the trouble. We have no doubt that he persuadence, for this purpose. He brought the trouble. We have no doubt that he persuadence, for this purpose. He brought the trouble. We have no doubt that he persuadence, for this purpose. He brought the trouble of himself he could not possibly go wrong in out about a year age and has since here doing the trouble. We have no doubt that of this purpose. He brought the trouble. We have no doubt that the trouble. We have no doubt that of this purpose. He brought the trouble of the trouble of the trouble. We have no doubt that the trouble. We have no doubt that the trouble. We have no doubt that of this purpose. He brought the trouble of the trouble of the trouble. We have no doubt that the trouble of the chiefs were responsible for those placed Arthur Rigby, and Patience is to be produced. With unlawfully forging and counterfeiting a To this effect the undersigned Henrique de Barros bridle has been feeble, where strength proved fatal on the 12th April.

The following programme for the celebration pertain writing purporting to be a contract Gomes, of His Majesty's Council, His Minister and was urgently Legion of Honour, of Pius IX., of the Spints Maurice and Lazarne, of Charles III., and of Loopold of Belgium, &c.; and James Duncan Campbell, Commissioner and Non-resident Secretary of the Inspectorate Coneral Chinese Imperial Maritime Customs, of Secondclass Chinese Civil Rank, with Double Dragon decoration, second class, second division, Commander of the Legion of Honour, and Companion of the Most Dis-linguished Order of St. Michael and St. George, duly empowered by their respective Governments, have concluded the following

> Protocol. Art. I .- A treaty of friendship and commerce with the most favoured nation clause will be conclude and signed at Peking. Art. II.—China confirms the perpetual occupation and Government of Macso and its dependencies by Portugal, as any other Portuguese poss ssion. Art. III .- Portugal engages never to alienate Macao

and its dependencies without agreement with China Art. IV .- Portugal, engages to co-operate in opium revenue work at Macao in the same way as England

Done at Liabon, the 23th March, 1887. HENRIQUE DE BARROS GOMES. JAMES DUNGAN CAMPBELL

but I reproduce it in its official wording. The appointment is announced of the new Governor of Timor, Senhor Antonio Francisco da Costa, who is brother to the present Governor of Macao. Senhor Costa is expected to leave for his post by the first French mail in June. The newly appointed Consul at Shanghai, Senhor Valdez, will also come by the same steamer. Senhor Costa will, first come to Macao to see his brother and then proceed to Timor to relieve Senhor Garcia, who has been discharging the Secretary of State, he would undoubtedly have reflects great credit on Signer Chisrini's staff, be a forgery. He denied ever having sold such duties of Acting Governor since the assassi- been as popular and successful in Bangkok as nation of the late Governor Maia. The troops Defendant stated that the ticket might be a sent from this colony as reinforcements to Timer will remain there for some time yet, but the gunboat Tamega, which also vent to that colony to render assistance, is. on few days ago. Whilst speaking of Timor, it is hand, unknown probably to most of the present Office, by Prince Ching, and all Ministers, and strange that the Lisbon authorities do not de- generation but who in the earlier days played a according to the terms of it the whole Chineso. of \$3, the property of Chun Ayun, on 27th April] cide to maintain a permaneut and proper garri- not inconsiderable part in opening up trade. son in that colony instead of the small body of The Penang Gazette gives the following account some 40 or 50 men to guard such a large place. of the deceased gentleman's life :-7.45 p.m., He Ayut, wife of Chun Ayun, was in It is no wonder, under the circumstances, that yield a fair return for what Macao has been ing the woman went to the Police Station and It only requires to be well protected by the Govof the country. Its various streams of kerosine could with ease be turned into a very profitable

THE REGISTRATION QUESTION

enterprise. The natives use the oil for fuel and

small expenses incurred in the purifying process

oil, gold, lead, and other minerals have been re-

to oblivion, owing to the apathy of the Govern-

The Bangkok Times is authorized to state th

Our contemporary also hears it rumoured that | other person connected with the matter who a complimentary dinner is to be given to Mr. had received the money. Upon this information E. B. Michell at the Oriental Hetel, by the in his resignation. The Company, however, \$69 per share: found two other bills, and also two chops which the great services he has conferred on the community by his ability and superior legal The shop coolie and the owner of the launch knowledge, resulting in the total withdrawment

The following letter appears in the same For the information of those persons who have the launch to refund it. The first prisoner said supported us in bringing this question to a he had been told to collect the money by the proper settlement, we wish to state in your The jury acquitted the first prisoner, and found his illegal demand will not interfere either with the action already commenced against the Consul-The Court then adjourned till 10.30 this General for the recovery of fees illegally received, nor with the proceedings against Mr. Satow and

statutory penalty imposed upon those who demand and receive such fees. . The offer now made to refund the fees illegally levied is a wholly inadequate compensation to those who have been put to heavy expense in travelling to Bangkok for the purpose of complying with the regulation. There seems to be no doubt that British subjects who have incurred Three hawkers were brought up on a charge such expenses are entitled to recover them, and (assaulting an excise officer named Ching Mun thus those who have come to the Consulate on the 18th instant. It appeared that complain- General at their own expense with this object,

> We are. Sir. Your Obedient Servants, For the Committee (P. GOWAN of British subjects (W. Dunlor

THE DEPARTURE OF THE BRITISH

MINISTER FROM BANGKOK. from Bangkok, the Bangkok Times says :- The well high exterminating there. Many of departure for Europe of Mr. E. M. Satow, them, including one of the Princes, found C.M.G., and the simultaneous withdrawment of a refuge in British Burmah. In March, Perak Sugar Cultivation Company-Tls. 18 per the obnoxius notification requiring the com- 1869. Captain Bowers was appointed Deputy pulsory registration of those claiming British | Master Attendant of Rangoon, and retained | Hongkong Rope Manufacturing Company, Li protection, devolves upon us a duty which we that post until the arrival of Captain W. P may not neglect, but the discharge of which is Arnot, on the 29th of December, 1869. Captain Hongkong and Macao Glass Manufacturing Co., attended with difficulties that very sensibly em- Bowers then went home, and under his auspices barrass us, It would be idle, and we believe un- a Company was formed to open up trade along A. wise, to ignore the fact that the regret at Mr. the coasts of Penang and Burmah. He brought Satow's departure which we have heard expressed out a small vessel, with which he traded amongst Hongkong & Kowloon Wharf and Godowa Co. by two or three Britishers, has been very couspi- the numerous small ports of the Mergui Archoughy marked by the studious silence of the real-chipelago. His first steamer, the well known Singapore Insurance Company, Limited-\$22 ly British community and its leaders in Bangkok. Ananda, proving a successful venture to her per share. It is true that a few Englishmen have joined, owners, Captain Bowers went home again in Chinese Imperial Loan of 1884 B-6 per cent and we believe very cordially joined, in the re- 1874, and got the steamers Pyah Pekhet and grot that has been expressed, but it has been ob- Shuay Dagons built. Returning with these Chinese Imperial Loan of 1884 C-8 per cent vious throughout that the community as a whole vessels in 1875 he put them on the coasting has stood aloof from any demonstration, and de- trade between Singapore and Rangoon. He Chinese Imperial Lean, 1886 E-61 per cent Tang Abing and Tang Ayik, hawkers, were clined to be associated with them. While we then started a company to build a wharf it get the dresses strictly correct, seized the op- the jury, said that on the 2nd inst. the White tempting to extort money and assaulting him at ty has, we think, shown true self-respect, and a with the Resident, Mr. Birch, for a concession. strong claim upon the respect of others, by their to cut timber. After enjoying Mr. Birch's hospiin effect, while a few of these of the leading tools on deck. He saw the prisoner come on The two prisoners came to the boat and asked join, and in expressions of regret that were Birch had been murdered by the disaffected we may say that it was so well done last night custody of the Police. Prisoner said nothing, come again. They kept to their word and came | themseleves. There is plenty of room for re- out any stipulation as to terms, and his own that we trust the Company may see an oppor. He was searched and the hammer was found on again. The first prisoner pulled him up from cognizing frankly Mr. Satow's claim upon services were utilized to superintend tranthe hold by the queue and with other men struck | public respect, and for the language of honest | sport arrangements at the Dindines. In 1876 Capleaving. Mr. Arthur Rigby was again a tower The fireman and the Sikh constable who him. They made a great noise and were arrest. esteem in view of his career in Bangkok, with tain Bowers acted as Master-Attendant, Penang, out requiring us to stultify and humiliate our- for some time. During the following year unre-Further evidence having been taken, the pri- selves by affecting sentiments which we do not laxing opposition, and the depression in tin soners were fined 250 each, or six months hard cherish. Unfortunately, whether rightly or mining, the source of the steamer employment, wrongly, Mr. Satow has been blamed through caused heavy losses to the Company, which out this registration question with stubbornly ended in 1881 by the steamers being ordered

required to enforce Secretary of State for Foreign Affairs, Knight Grand regulation, and the compliance with all its Cross of the Order of Our Lord Jesus Christ, of the clauses. With a uniform readiness to respond to all complaints, he certainly acted; in an unaccountable manner in refusing to entertain the suit presented by a British subject for the recovery of his fee paid under protest, and his having adopted later on the nevel and extraordinary course of refusing to allow an affidavit, verifying the facts referring to the registration fee dispute, to be sworn to in his Court, 'ounsed general dissatisfaction. Whilst admitting that Mr. Satow's intentions were always good; we contend that his action throughout this dispute has shown a certain amount of weakness, although we acknowledge that it is, and always will remain disappointment and regret that he over attempted to introduce into Siam a measure that has for years been most obnoxious in China and Japan. Many have also rightly considered that against being excluded from audience in the Bri-Mr. Satow, and thus there is no excuse for the. in our opinion, personal partiality shown by the Legation against that gentleman. It would able to speak of Mr. Satow's administration as say plainly what we mean. If he had been better served by his legal advisor (whoever that lumi-

THE LATE CAPTAIN BOWERS.

his amiable and upright character deserved.

nary may be) and relied more upon his own in-

her way back to Macao having left Sourabaya a There recontly died at Rangoon an old China The Note is signed by the chief of the Foreign

her house at No. 47, Stanley Street, making up the merchants are 10th to risk their lives and the transfer of eleven years, sailing as an apprentice in ships is but small, certainly, compared with these the trading from the Clyde to the East Indies and English banks have negotiated; but then it is a capital there; no confidence can possibly be China, and rese to command a vessel when he was placed on so small a number of men for pro- nineteen years old. His last command in this lower rungs of the ladder there is no reason why tection against the vast numbers of natives. trade were the tea clippers White Adder and we should not keep on mounting. The interest, Timor has cost Macao a great deal of money for Geelong, owned by Messra. Willes and Sons, of too, is smaller than that ever paid before; but London. With this latter vessel he once won | that is not to be wondered at. The Chinese are its maintenance, whilst it is a very productive the tea race, a thing of no small moment in gradually acquiring a more intimate knowledge country, which, with a certain amount of exer- these days of sailing ships, and on one occasion of European financial operations, and as this tion, could be made not only to support itself but he took her far up the Yangtse Kiang to an knowledge increases, so, it is probable, the ininland port where no British ship had terest rate will decrease. For a loan in 1874-76, been. This feat called forth great praise from 8 per cent. was paid; for a loan concluded last called upon to expend upon it. Timer not only the Times, as demonstrating the safety with year with Baring Bros. only 6 per cent. is paid possesses fertile soil for agricultural products, which trade could be carried into the interior And even at this rate, and in view of the rapid but there are also several mines to be found, of China. During the years he was connected redemption, the loan stands in the tens above with China, Captain Bowers was interested in par. The rapid amortization is due to an instinct the first promotion of several docks which have of the Chinese long a peculiar characteristic of

ernment for capitalists to develope the resources since developed into large and flourishing the race, to rid themselves as quickly as possible enterprises, but whose early days brought only of all obligations to "strangers." loss to him. These far back days were stirring times in the East. On the ontbreak of the Muliny Captain Bowers' vessel was in Calcutta lighting purposes in its natural state, but with and was employed as a transport. On the attack on Shanghai in 1862 Captain Bowers served as it could be sent to the market. Samples of this a volunteer at the battle of Muddy Creek. In 1864 Captain Bowers entered the service of t c ON LONDON.-British India S. N. Coy, Limited, and supceived here, unfortunately only to be consigned intended the building of the steamer Madrus, in ecumand of which he came out to Calcutta, and then began his more permanent connection with Burmah and the Straits. As the Hangaon. Gazette says, this province (Burmah), "is indebted to him as one of the pioneers of its commerce, which he did more than almost any other man to develope. Twenty-five years of his life were spent in this work, in all parts of the province. and both Colonel Fytche and Sir Charles ON Bernard showed a warm appreciation of the value of his labour.

Captain Bowers' connection with the British India S. N. Cov. did not last long ; for in 1867 while on a voyage from Penang to Madras. his vessel struck on a reef, the existence of which was, ON CALGUTTA.until then, unsuspected. Amongst others, the late Mr. Edmund Jones was a passenger on the next day the prisoner, to whom the money was tion is, however, declared by the law officers to four hours by laboured hard to save his vessel, part, and snown the caop. The same the coolie, if the prisoner sentation of their registration certificates, a held respecting the accident, and Captain of doughour and Shanghai Bank Shares—135 Company wished to transfer him to a less im- Union Insurance Society of Cauton, Limitedportant command, to which as implying censure wished, to prevent him leaving them. He remained firm, however, and came to Rangoon, where he was Chinese Insurance Company, Limited - \$230 per by the Secretary of State of the obnoxious poll- placed in charge of the Irrawaddy Flottilla Com-Todd Findley and Co. He held this post for about two years. In company with Mr. James Findley he proceeded overland from Maulmain in connection with some timber there. The olumns that Mr. Satow's recent withdrawal of journey occupied over two months and was then China Fire Insurance Company's Shares—190 considered a more remarkable feat than it would been so much improved. Shortly after his rea commercial expedition to Talifon, under com-Mr. Gould in London, for enforcement of the Political Agent. Captain Bowers and Mr. pany it, as representatives of the mercantile gave the first impetus to trade with those Horace Brown's subsequent embassy. Captain Bowers, during the journey collected a vast Douglas Steamship Company, Limited-\$52 per amount of valuable information, with specimens of the produce and manufactures of the various Hongkong—Gas—Company's Shares—\$125 per districts through which the expedition passed, Unfortunately most of the results of his patient labour were destroyed during the return journey (thins Sugar Refining Company, Limited-\$120 on board a flat which was burned. The remainder are to be seen now in the Phayre Museum | Luzon Sugar Refining Company, Limited-965 He also published a journal of his travels Alattaining the objects aimed at it was a disastrous one for the Punthays. The Chinese Government became alarmed on hearing that the Commenting on the departure of Mr. Satow territories, and punished the Panthays by

British had opened up a road into their Perak Tin Mining and Smelting Company adhering to the orders of the Setretary of State home by his partners with whom he had been and refusing to postpone the enforcement of the on strained terms for some time, and sold for obnoxious notification till the question could be about a third of the money they would have decided at home. The committee appointed fetched if disposed of here, thereby escrificing by the British residents in Bangkok never, all aptain Bowers' capital. Captain Bowers we believe, desired to make a personal again went home, and while there his old emquestion of the matter, but were simply ployers, the B. I. S. N. Company, knowing well ufluenced by a wish to settle a diffi- his worth, again offered him a berth. Government suremeter capacity of deciding legally, by a Test Action. the Mergui Archipelago, and the steamer Mergui Birection of a This Mr. Satow would not permit, and hence all was built under Captain Bowers' superintenthe trouble. We have no doubt that he persuad- dence, for this purpose. He brought the vessel Weather ed himself he could not possibly go wrong in out about a year ago and has since been doing Rain

THE GERMAN LOAN TO CHINA In connection with the Chinese loan issued i Germany Kuhlow savs :--Another proof of our rapidly extending

influence in the East is the loan of five million marks which the Chinese Government recently concluded with the banking firms Robert Warschauer & Co., and the Berliner Handels-Gesellschaft, in conjunction with the firm Jacob S. H. Stern, of Frankfort, and the prospectus of which was handed in on Saturday last to the Stock Exchange Commissioners with a view to the latter publicly notifying the loan. The bonds, which are signed by the Chinese Ama very difficult task for a publicist to appraise bassador here on the authority of his Emperor. an administration rightly. Our minister, on his are issued in amounts of one thousand departure from Bangkok, leaves, we believe, no marks, and have coupons bearing interest enemies behind him, but simply a deep sense of at the rate of 51 per cent., payable half yearly, in marks, on May 1st and Nov. 1st, in Berlin and Frankfort. The amortization of the loan, which, as is known is a gold one, begins in 1893, and from that year 50 ,000 mks, will be much unnecessary bitterness was shown towards redeemed annually; the total refunding, there-Mr. Michell when that gentleman protested fore, being completed in 1902. The capital, like the interest, will be payable in Berlin and tish Consular Court. Mr. Michell never, we be- Frankfort. Upon the shoulders of the President lieve, intended taking up cudgels to "score off" of the Customs Local Board in Tientsin falls the special responsibility of the redemption. This official has been authorized to avail himself of the revenue of the Chibli Prevince, a single have given us unalloyed pleasure to have been year's Customs returns of which would cover the whole five million marks. The treaty is signe we speak of himself personally, but the fact that on the one hand by the aforesaid official we cannot, makes it more incumbent upon us to (Chao), both in the capacity mention al, and as Commissioner of the sult district Chang-Lio, and by the Vice-President (Lui) of the same board, acting as representative of the Viceroy Li Hung-chang; and on the other hy tuitions, rather than upon "orders" from the Messrs. Carlowitz & Co., as agents of the Ger-

man firms mentioned. The loan is sanctioned by an Imperial decree on the ground of the report of the Vicercy, who, by the way, also signs the 'document in its comleted state. This dooree was communicated by the Foreign Office, at Peking, to the German Envoy in the capital, Herr Brandt, accompanied a Note satting forth the dutails of the loun. Empire is held responsible for the refunding of the money. These details, thus laid open to the public, would serve to dissipate in a moment any feeling of mistrust-if any was ever felt-as to the Captain Bowers went to sea at the early age security of the money. The amount of the loan beginning, and now that we have our foot on the

COMMERCIAL INTELLIGENCE

WEDNESDAY, 18th May. EXCHANGE. Bank Bills, on demand . Bank Bills, at 30 days' sight3/18 Bank Bills, at 4 months sight 3, 12 Credits, at 4 months' sight Documentary Bills, at 4 months ON PARIS.-Credits, at 4 months' sight3.99 NEW YORK .-Telegraphic Transfer

Quotations were:

of his conduct he would not submit, and he sent China Traders' Insurance Company's Sharesthe second prisoner was arrested. On him were British residents in Bangkok, is recognition of know what a valuable servent he was and did North China Insurance—Tis. 285 per share.

pany's Dockyard, at Dalla, by the agents Messrs. On Tai Insurance Company, Limited-Tis. 148 per share. Canton Insurance Office, Limited-S75 per to Zimmay, to look after the interests of the firm Hongkong Fire Insurance Company's Shares-

be nowadays, when means of communication have | Straits Marine Insurance Company, Limitedturn, the Government of India decided to send Straits Fire Insurance Company, Limited. mand of Captain (now Sir Edward) Sladen, as Hongkong and Whampon Dock Company's Shares—79 per cent. prem, sellers.

Theodore Stewart were chosen to accom. Hongkong, Canton, and Macao Steambout Co.'s Shares-\$90 per cant. prem., sellers. community of Rangoon. The expedition Indo China Steam Navigation Co.'s Shares-10 per cent. discount. distant regions, and paved the way for Colonel | China and Manila Steamship Company, Limited -30 per cent. discount, nominal.

and made a large number of maps and sketches. Hongkong-Hotel Company's Shares-\$210 per per share, sales. per share sellers. though the expedition was fairly successful in Hongkong Ice Company's Shares \$52 per Hongkong and China Bakery Company, Limited -3110 per share. Punjoin and Sunghis Dua Samantan Mining

mited-\$45 per share. Limited-60 per cent. discount. S. Watson & Co., Limited-50 per cent. premium, buyers. Limited—40 per cent. prem., sellers.

premium, sales. premium, sales. Chinese Imperial Sovernmen: 1885 Dollar Loan -3 per cent. premium.

HONGKONG TEMPERATURE. (FROM Мизана. Разсолия и Со. в Кистития.) May 18th. Burometer-9 1.M.29,064 Barometer-1 P.M.29.920

Thermometer-1-r.w. (Wet bulb)......?4 Thermometer-Minimum (over night) METEOROLOGICAL REGISTER.

Previous | On date | On date at 10 a.m. at 4 p.m.

W. DOBERCK. Hongkong Observatory, 18th May, 1887.

The Barometer has risen and gradients for N.E. winds are rather moderate. . The temperature and the humidity are high and the weather is cloudy, W. DOBERCK.

Hongkong Observatory, 18th May, 1887.

NEWS FOR THE ENGLISH MAIL.

LATE TELEGRAMS.

Received at Hanoi, 7th May. Colonels Chatu and Bourgey, of the Marine Infantry, have been appointed Brigadier Generals. In consequence of hostile public manifestations the representations of Wagner's opera have been suspended by order of the Prefecture of Police.

Received, 10th May.

The diplomatic negotiations between the French and English Governments with reference to Madagascar have resulted in an arrangement very favourable to French interests. Foreign Consuls will in future have to apply for their of the population resident in the colony at any exequature through the French Resident-General.

The President of the Conneil of Ministers has opened the Maritime Exhibition at Havre. He made a speech in which he gave pacific assurances, and declared that an increase of duties was necessary to establish the equilibrium of the

LONDON, 10th May. The Colonial Conférence has closed. There has been an all night sitting of the

House of Commons over the Crimes (Ireland) Bill. The cloture was put in force twice. The insurrection in Crete has been localised by the energetic measures of the Turkish Government. There is every reason to believe it will shortly be suppressed.

LONDON, 11th May. A series of Irish demonstrations have been arranged in Canada, but the loyalist opposition is tion of trade, and the population commands

London, 12th May. The second section of the Crimes (Ireland) Bill has been adopted and the cloture was re-Lonnon, 13th May.

The Times states that the Aighan question, after parleying, has ended, both parties being are still abuses, but the picture drawn by unable to agree, and that it has been decided to refre matters to the respective Governments.

LONDON, 14th May, Her Majesty the Queen has opened the People's Palace at Mileend and was onthusiastically received. The neutralization of the Suez Canal has been determined upon

SIR JOHN POPE HENNESSY AND

THE CROWN COLONIES Sir JOHN POPE HENNESSY has been interviewed by a representative of the Press Association and has expressed himself on Colonial affairs in general, the purport of his remarks being to show how much wiser Sir JOHN is than other people. On the subject of his suspension in the Governorship of Mauritius he declined to say anything, but | colonies to supply men as well as money for their defence has or has not been carried .out. Sir John Pope Hennessy said :- In the case, for instance, of the important colony of Hongkoug, in British Chins, and again in the case of Mauritius, another Crown Colony of first-class importance, we find that there are no local corps composed of natives of the colony. Indeed, when I was at Hongkong the General in command of the troops-placed on record his opinion that in the event of England being engaged in war it would be THE REVISION OF THE TREATIES well to serve upon all the Chicamen in Hongkong potice to quit in twenty-four hours—that is practically serving notice upon nearly all the population. On the other hand, I was of opinion that a very useful local corps might be formed of the Anglo-Chinese-men born in the colony, and well fitted, under proper training, and with good officers to lead them, for the defence of the territory. I am perfectly convinced that Lord Samsbury's maxim holds good in Hongkong, and that not only the money but also the men can be locally provided for the defence of that island." The prudence of making public an official mili- Japanese jurisdiction (the foreign courts being tary opinion which trul come to his withdrawn) three years after the signing of the knowledge by virtue of his position as treaty, provided that Japan shall by that time Governor may well be questioned. As a matter of fact the words attributed to Sir JOHN POPE, HENNESSY convey an incorrect idea of what that opinion was. The fault may have been the interviewer's, or our ex- permitted to plead before the courts in cases the people to grow a few patches of peas, barley, Governor may have spoken with his usual when foreigners are concerned. disagrad of accuracy, but the apinion of the General was, not that all the Chinamen in | Houghong should be served with notice to quit it the event of England's being engaged in war, but only in the event of the colony's being threatened with a siege, which is a very different thing. We might be engaged in a hundred wars, and even in war with China, without this contingency ever arising. But should the contingency arise there can be no doubt as to the wisdom of the step. In a prolonged siege our food supply would be our greatest diffi-

the Colony's power of holding out would be proportionately increased. As to the question of raising native troops for local defence, nothing could well be more injudicious. There is always the possibility Mr. W. E. Crow, and the other members of the of our being movelved in hostilities with China, staff, forty-four in number.

tion to do during the suspension of the

shipping trade, it would be obviously de-

no doubt, but in the great majority of cases

it would be to the interest of the Chinese

themselves to betake themselves to Canton

or their native villages rather than to re-

main in a beleaguered city exposed to the

scarcity of food. The advantages from a

would be say five thousand mouths to feed

instead of over two hundred thousand, and

war with France, the sympathies of the the building is progressing and the staff is being of Capt. Dunbar, of the same regiment, and several Mauriting creoles would certainly not be with gradually increased. In a few years more, the sergeants' wives. The graves are all marked Mauritine. In the one the population are of the time has come for me to shift the burden to Captain Colin Campbell, 54th Regt., who died at our own flosh and black and often more othershoulders, Yourkindness of to-day is exceed. Chusan from a wound received at Chapon in our own nest and bleed and often more ingly gratifying, for it is a testimony that in the resting place of Ensign Richard J. Duell, 55th their relatives in the old country; in the take away with me from Hongkong no pleasan- Regt., who was killed while carrying the colours Chinese for service in other colonies, Ceylon as both very great pleasure, and we shall never buried in this out of the way little gravefor instance, but to rely on such a corps for forget the kindly feeling displayed towards us yard are. Commander Hormer, H.M.S. local defence would be absurd. It has been to-day decided, we understand, to raise a local Company of Engineers, but these will be, we take it, simply trained workmen, and not a fighting body. The decision to raise such a company may be wise for economical reasons, but it is a very different thing from raising the examinations of Hongkong candidates for native infantry or artillery to replace the the Cambridge Local Examinations :present troops. It is on English and Indian troops that we must rely for Government Contral School; P passed, and F failed. the defence of the island. There would be little feeling of security if we were dependant

to any considerable extent on native troops. Sir John Pope Henness then goes on to ecommend that the Crown Colonies should be called upon to bear a larger share of the cost of their defence, and in this connection he mentions that the Imperial troops have been withdrawn from all the self-governing Colonies except Halifax and the Cape of Good Hope. But here, again, there is no comparison between the Australian Colonies and a colony like Hongkong. The former have a population wedded to the soil; the latter is simply a trading mart and place of G. C. Hayward, P.S. arms with a constantly shifting population who are non-producing and derive their profits solely from acting as middlemen in the foreign trade with China. The interests one time dwindle into insignificance in comparison with the important Imperial interests in the place. To call upon the residents to pay the whole or the greater portion of the defence of the colony would be manifestly inequitable. JAMES MILL n his article on Colonies speaks of 'That class of colonies in the conception of which the idea of the people is the predominating idea," and of that class "where profits of trade are the advantage sought by the mother country." The difference between the Australian Colonies and a colony like Hongkong is exemplified by these definitions. The former exist primarily for

the benefit of the population occupying

them: the latter exists for the purposes of

-trade-and-as a naval-station-for-the -protec-

but little consideration.

Another topic touched on by our ex-Governor is that of the system of appointments to the Colonial Service. Here he-makes cheap capital—by-referring-to-the state of things twenty-five years ago as if it were still actually existent. No doubt there Sir John Pope Hennessy is a wild exaggeration, if we may judge from Hongkong, and probably the experience of other places has not been much worse. There have been very few appointments of recent years to which serious objection could be taken. Men who have been brought out for work in which technical knowledge was required have been found count to the duties of their offices. As to the cadets, we have got more of them than were absolutely wanted, and they have been put into responsible positions for which more mature age and larger experience might have been considered desirable, but that of course was not their fault, and we think an impartial observer would be more than ordinary interest. The object of the small business houses, who deposited perhaps compelled to admit that in getting out our official mission was two-fold, firstly, to make Tis. 100,000 in the hands of military officials in cadets we have imported a fair amount of some fitting recognition of the humanity of a the far north-west to save a mutual transmission brains and education into the service. But small number of lonely islanders who inhabit the and received promissory notes, which, when pre-Sir John Pope Hennessy's remarks southern most of the rocky and little known wanted here there was no money is hand to pay. may be taken to apply only to appoint- group of islets known as the Tai Chows, who Alas! the poor holders retain their notes, but as on other subjects he displayed no reticence, ments worth less than £200 a year. If ar Lord Salisbury's principle of baving the exaggeration is only the more far Lord Salisbury's principle of baving the compact the apply only to appoint a succourse and harboured the officers and crew of the years roll by the probability of payment because See Wo belonging to Me srs. Jardine, comes less.

RACK RENTING.

RACK RENTING. far Lord Salisbury's principle of baving the glaring, for £200 a year in a Crown colony where a man cou't live decently for lesthan £250 is hardly calculated to attract a very large stream of applicants. Abuses in patronage are likely to be greater where the emoluments are large than in cases where the work is hard and the pay small, In Hongkong we have no serious ground of complaint as to the character of the men

WITH JAPAN.

sent out in either category.

FROM A CORRESPONDENT. YOROHAMA, 7th May.

The first stage in the Treaty revision business has been completed, an agreement having been signed embodying the principles on which the revision is to be carried out. All the Treaty Powers are parties to this agreement with the exception of China.

The interior of Japan is to be opened to foreign trade two years after the signing of the treaties. foreigners in the interior to be subject to Japanese jurisdiction. The settlements at Yokohama and the other treaty ports will come under have established Courts for all districts where foreigners are trading. In connection with these courts 30 barristers-at-law or solicitors are to be engaged at a salary of £3,000 to £4,000 a year, for a period of fifteen years, who shall be Japan acquires control over her tariff and will

increase the duty on imports. The agreement is tentative for a period of fifteen years, after which it will become perpetual if it is found to work satisfactorily.

PRESENTATION TO DR. WHARRY.

Dr. C. J. Wharry, the Superintendent of the Government Civil Hospital, left here by the Canadian-Pacific steamer Abyssinia on the 18th May, en route for England, on his retire- The surf never ceases to beat against the rocks, and fection has not been attained.... ment from the service. The members of the hospital staff have marked their esteem for Dr. culty, and if the enemy could stop com- Wharry and their regret at his approaching de- islandatall. When the Vice-Consuland his friends musication with Canton the colony would parture by presenting him with an address, acsoon be starved into surrender, provided it companied by a locket and chain, and a hand- was that they had come to take something away Wharry, M.D., on the occasion of his leaving the service, as a token of respect. Hongkong, April, 1887." The address was as follows :-sirable that they should be removed as soon as possible. This principle has been adopted by the War Office, and in the event of a siege the Chinese would be ordered to leave. Hospital, and that you intend shortly to leave this There would be individual cases of hardship, colony.

We avail ourselves of this opportunity to thank you for the kindness shown to us and to express our silmiration for the admirable way in which you have being as the interpreter, who could only underconducted this important establishment. During a very long connection with the Government civil Hospital, and under various and many trying horrors of a bombardment and a possible professional skill and ability, and your name will always be cherished with gratitude by the many thougands whose lives you have saved, and also by those military point of view are patent. There whose sufferings you have relieved. Now that you are going to depart from us, we pray that you and Mrs. Wharry will kindly accept some little remembrances as a token of our esteem and

We wish you and Mrs. Wharry a pleasant voyage and all sorts of prosperity. Hougkong, 5th May, 1897. The address was signed by Dr. L. P. Marques;

and no prudent General would select as his In replying to the deputation who waited on soldiers if he could belp it men of the na- him to make the presentation, Dr. Whanky ing the bodies of officers and men of the 55th, of the neighbourhood near it, and that is the and after a few years' command of vessels sailing wedged into her how. Three plates are broken tionality against which his operations were said-I thank you all most heartily for these 90th, 98th, and Royal Irish Regiments, and of directed. In the event of a war with China the handsome presents and for the kind and some paper in the Southern loyalty of Hongkong native troops would alloyalty of Hongkong native troops would always be at least a doubtful quantity. The
has been in an unsettled transition state, because commanded by a long range of lew forts surbedies are thrown in to decompose without from Bright's disease, although we believe that

| After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were then as now is the execution of the last fourteen years the Hospital establishment heights of the island, which were the execution ground. After decapitation the last fourteen years the Hospital establishment heights of the island, which were the execution ground in the content of the island, which were the execution ground in the content of the island, which were the execution ground in the cont same remarks apply pari passu to Mauritius, the hospital itself was not built and the staff was mounting the high hills which form as it were to which Sir John Pope Hennessy also refers, insufficient. Hence there has been continual the vertebrae of the island. Amongst the dead and in which he has succeeded in raising a difficulty and trouble in carrying on the hospital sleep many English ladies, amongst them being + 1850 to 1860.

strong anti-English feeling. In the event of work. The outlook is now more promising, for the wife of Lt.-Col. Gregory, 98th Regt., thewife class would be a source of weakness rather then go on smoothly and comfortably. For your very poor, but sadly interesting. One is erected in than of strength. No comparison is sakes I hope that happy day will soon arrive, memory of Il sergoants, 13 corporals, 4 drummers, possible between the great. Australian For myself, I have borne the burden and heat of and 43 privates of the 58th Regt., who were THE RICHMOND TERRACE ESTATE colonies or the dominion of Canada and the day, and though I feel great regret at parting killed in action, or died of disease while serving places like Hongkong, Singapore, and with so many who have been friendly and helpful, with the colours from 1841 to 1844, another to other the population is composed of aliens. terreflection than that. I thank you again, and on the attack on the heights of Chusan on the A useful corps might be raised amongst the for my wife as well as myself. You have given 1st October, 1841. Amongst the other officers

> THE CAMBRIDGE LOCAL EXAMINATIONS.

The following is an analysis of the results of [P.S. represents Hongkong Fublic School; C.S.

JUNIORS. Gram. tion. S. Hayward, P.S.....

PRELIMINARY. - PART I. Road- Eng. Dioto- Arith-J. Fisher, P.S. ... Fritz Lammert, P.S., O. Mador, C.S..... Frank Lammort, P.S. Ng Chak Tong, C.S ... E. Lammert, P.S Wallaco, P.S. Singh, P.S. Wong Fun, C.S. Wong Ping, C.S. V. Dodd, P.S. "Cheung Tsoi, C.S P

Religious Knowledge. Acts of the II. Sam. 1 Kings S. Apostles. 1-12. Luko. ziii.—xxviii. S. Hayward G. Fisher W. H. Howard ... Did not offer Fritz Lummert .. Did not offer ... O. Madar Frank Lammert. .. Did not offer Ng Chak Tong E Lammort Passed in pact ... Wallace

Passed in part ... G. C. Hayward .. Passed in part ... G. F. Lobb Choung Tsoi J. Fisher..... Fritz Lammert. P Did not offer O. Madar...... Prank Lammert F Did not offer F Ng Chak Tong. E. Lammert Wallace ... P Did not offer Wong Ping F Did not offer P G. C. Hayward. F

Wong Fun Did not offer ...

Wong Ping

P Did not offer I *Cheung Faoi... P The following candidates satisfied the exami ners and will receive certificates:-

G. F. Lobb. W. H. Howard. O. Madar.

A CRUISE WITH THE " FIREBRAND."

'INA' STING ISLANDERS. It is nearly a month since H.B.M.'s gunboat Firebrand, carrying Mr. Geo. Brown, the British Vice-Consul, left Shanghai on a short cruise of among the Mongols; besides the rain of many last year. And, secondly, to pay a visit of inspection been voluntarily visited by Europeans. The people, in all, on the southernmost isle, which is that with which we have here to deal, are poor in the extreme. Little is known of them by the inhubitants on the mainland, and their communication with and knowledge of the outer world are very much resembling the Chinese in exterior. only much more limited in quantity and poorer

extremely slander. The people are described as wearing the queue, something of the same clothes, and coarser in texture, and they are of larger, and generally of more athletic build, but they are much more simple and hospitable in manner. A good many of the more objectionable traits of Bret Harte's "heathen Chinee" are entirely absent in this isolated and primitive people, and they possess much more of the leavening spirit of humanity and disinterestedness than do most of the other millions who go to make up. this great empire: Their livelihood is in a great measure won by battling with the sea for its finny spoils, and for this bazardous pursuit, in almost constantly tempestuous waters, they possess only the most simple gear, and ordinary sampans. There is just sufficient loose soi scattered here and there over the rocks to easble and sweet potatoes, by which their sounty subsistence is eked out. When the vessel named was wrecked the islanders generonsly assisted the survivors with the small means in their power, and willingly placed what they had at their disposal till they were taken off. The Firebrand was anable to go very near the island owing to the absence of any depth of water, and the boats had to be requisitioned to

effect a landing. Even then it was at considerable peril that the rocks were reached; there is it is only by braving the breakers and clouds of spray that a landing is to be obtained upon the got on shore the first impression of the people remembered Their delight and gratitude for the presence were unbounded, and their

greatly enlivened and illustrated by pantomime, as from two to twenty four dancers take part. his unaided tongue was most perplexing in itself, stand a small percentage of the words, said a ing a joss house, was little better than its fellows outjob of the pox, and resin up the right nection with an establishment which owes its on the same terms as last year. in architectural beauty. Some interesting little mostril for a boy, and the left for a girl. He present efficiency so largely to his efforts.

The cometery on the island of Chusan contains thirty British graves in all, mostly contain-

Driver, Captain Hopton Stewart, Madras Na. tive Infantry, Naval Cadet Wm. Moore, H.M.S. Wolf. Assistant Surgeon R. Butler H.M.S. Arab. Close by are stones with the names of Surgeant. Dan Slattery, Surgeant Blake, Corporal McGlesson, all of the 98th Regiment, and on: one a long list of names of sonmen of the Cambria who were either drowned or killed by falls from aloft during the occupation of the island by the Britishian In one place close to the edge of the creek, by which the cometery is bounded on one side, stands a grave containing the bodies of the wife and two childrau of a sergeant named Win. Howes, and all bearing the date of 1846 .: This sea-girt God's acre, which looks out on the molancholy ocean

much neglected by the persons who might be supposed to do what little honour they could l in keeping the signs of forgetfulness, and the ravages of time and weather, from covering and ask a little more rent to cover the cost of the obliterating the very names on the tomb-stones, these lonely records of these who fell for the glory of England. But the natives, possibly under the direction of the sub-profect who rules in the frowning forts above, or more probably prompted by their own innate and extraordinary reverence for the dead, have erected a slight bamboo fence all round the cometery which contains the bones of those whom they in life regarded as their enemies. 'The authorities of the island, which is described as a much more prosperous place than might have been expected. BRITISH AND GERMAN COMPETI received the Vice-Consul and officers of the Firebrand with great courtesy, and had their photoprophs taken in a group. Fine, intelligent looking fellows they seem from their portraits. They are described as unusually prepossessing

the visitors, who chiefly came to prepare the

way for something being done to keep the

graves in order. They have hitherto been

keep such graves green.—N. C. Daily News. KUEI-HUA CH'ENG, MONGOLIA.

examples of Chinese officials. We understand

that steps will be shortly taken to give this half

forgotten little cemetery some appearance

Hormorly an immense-trade-was-done here-Before the tea was sent by steamer to Tientsin. thence to Kalgan for Russia, it was transported asserted, were told that if they wanted to have a from Hankow via Kuei-hua Ch'eng. The following I have received from the lar-Brothers:-

from the 10th to 12th years of Kuang Hsu only tion of their own. 20 business houses. The natives attribute this decrease to the Ts'co Chai, i.e. grass calamity or famine. This has doubtless been an important factor, but there must be others to contribute to the causes, such as the caravan trade divorted to Kalgan: the late war operations in the new dominion; the alarming spread of the use of epium

" K'ou Wai."

Several Lamas are on visiting terms with me. and they are very friendly. There are seven large and eight small Lamaseries, in oare of from ten to two hundred Lames. The principal Lames at death are cremated. A short time ago, a friendly Lama took me to see a gremation. The furnace was roughly made of mud bricks, in which to place the body. The whole was about 6ft, high, and about 5ft. in circumference. Greased fuel was arranged within and covered with glased foreign calico on which were written some Tibetan characters. A tent was erected and mats arranged for the Lamas. About 11.30 a.m., a scarled covered bier appeared in sight appointed Acting Superintendent of the Governcarried by thirty two beggars. A box 2ft. ment Civil Hospital vice Dr. C. J. Wharry, up-country growers before the 8th of May, but owing to the carelessness with which it is prepasquare and 21ft, high was taken out and placed near the furnace. The Lamas arrived and attired themselves in gorgeous robes and sat crosslegged. During the preparations to chant, some butter was being melted in one corner of the tent. A screen of calico was drawn round the furnace in which the cremator placed the body, and filled up the opening. Then a dozen Lamas began chanting the burial litany in Tibetan in deep bass | Mr. P. E. H. Melbye as Acting Consul for voices. Then the head priest blessed the torches. Denmark. and when the fires were lit he blessed a fan to fan the flames, and lastly some melted butter from fever for the last ten days, left for Shangwhich was poured in at the top to make the whole hai on the 14th inst. by the M. M. steamer blaze. This was frequently repeated -- When Anadyr, for the benefit of the sea voyage, and fairly ablaze, a few pieces of Tibetan grass were is expected to return on the 23rd instant. thrown in at the top. After three days the whole cooled, and a priest with one gold and one silver | tain R. H. Harris, and the cruiser Leander, left chapstick collects the bones, which are placed in here on the 14th inst. for the North, and the absolutely no place which even by the greatest a bag for burial. If the bones are white it is a gunboats Rambler and Heroine on the 17th. courtesy could be designated a harbour or creek, sign that his sin is purged, if black that per- We understand that no orders had been re-

RELIGIOUS DANCES. Another custom which the Lamas have twice year is what they call Tino Shen, i.e., dancing before the gods, though a China shows a profit of £19,758 3s. 8d., which is ap-Ningpo, with much difficulty, contrived to com- devils. The first part of the programme is chantwhen reminded of it by Mr. Brown that they comb bats. The master of ceremonies feels the responsibilities of his office, and has to correct some of the boys who through absent-mindedman gratefully expressed his thanks in language second part consists of seventy tableaux, in which retired from the Service on a pension. Dr. kept till they can be sent somewhere else.

party, were brought away as souvenirs of the tion the body is covered with our pimples.

THE EXECUTION GROUND. There is one spet above many others which

burial. In the summer the stench is horrible.

THE MANCHU CITY. About five li north-east is the Manchu city. which was built in A.D. 1738. The Manchu Mauritian creoles would certainly not be with building will probably be completed, and the with plain stone bearing inscriptions which are general, staff, and troops to the number of about more or, less obliterated. The inscriptions are: 4,000 reside there.—G. W. C. in Chinese Times. general, staff, and troops to the number of about

> AND BUILDING COMPANY. LIMITED.

The ordinary annual meeting of the shareholders of the above Company was held the Company's office, .36, Queen's-road Central, on the 16th inst. There were present-Messrs. J. D. Humphreys (General Manager) Fung Acheong, J. S. Hagen, J. B. Scott, A. H. Mancell, G. C. Cox, and J. Willmott (Secretary. The CHAIRMAN said-Gentlemen, the report has been in your hands for some days and I suggest it be taken as read. If any one has any questions to ask I shall be pleased to answer them. No questions being asked I have only to say the dividend will be payable to-morrow cheque. I propose that Mr. A. W. Maitland b elected auditor for the ensuing year, Mr. HAGEN seconded.

Carried nem. con: The CHAIRMAN-I have very little more to say propose to call up the balance of the share capi tal at an early date and commence as opportunity arises to deal with the property, in the meantime using the funds to the best advantage in accordance with the articles of association. The slight imon three sides, had an ineffable sadness for provements I propose to make in the Terrace I think are the only thing wanted to make the bouses perfect. The servants' quarters have always been inadequate; in fact the houses have been occupied by people who kept more servants than we ever expected would be kept. We must adapt them to the circumstances and of course improvements. I shall be pleased at any time to afford every information to any one who wishes

> Mr. Cox proposed a vote of thanks to the of the property, which was seconded by Mr. Scott and carried unanimously. The CHAIRMAN, in acknowledging the vote

> TION IN JAPAN.

venture should not be made out of the affair.

The Japan Muil says :- We learn that the Tôkyo Gas Works are to have an English enments which were supposed to have fallen to Germany owing to diplomatic influence. People went so far as to say that, the proprietors of the caro, on the part of those whose office it is to Gas Works were under official orders, and that, of tolerably wide application. The Kiushu railway, for example, has been confidently held up as an example of unjustifiable official interference. The projectors, rumour

plant. Considering that the projectors of the for conveyance to Odessa. gest house of business in the city, the Baring | Kiushu line have not even obtained their concession, it is manifestly premature to talk of their During the reign of the Emperor Tuckuang." purchases of plant. Of all the railways projected about 1,300,000 sheep passed through here to be since last spring, one only, and that by far the sold in Shansi. Chibli, Shantung, and Honan, most important, is in a position to count confidand 600,000 ozen, horses, and camels. From the ently on official sanction. Now, it happens that 13th year of the Emperor Hsien Feng to the steps have already been taken to procure an 10th year of T'ung Chin, the live-stock trade English engineer for that line, and that the decreased to 700,000 sheep and 300,000 oxen, plant is to be bought in England. There has horses, and camels. During the present reign evidently been too much outery about this matthere has been a decrease to about 350,000 sheep | ter of diplomatio pressure. Certain gentlemen. and 20,000 oxon, horses, and camels. There who have been at some pains to ventilate their has also been a decrease in the firms for grievances in connection with it, would have done Mongol trade .- During the reign of Tao better to pause before they pronounced invidious Knang there were 500 husiness houses; strictures on the conduct of foreign diplomats during the first five years of Kuang Hsu, + 70; and undeserved, censure on the action, or inac-

HONGKONG.

At the meeting of the Legislative Council

held on 14th May a telegram was read by posed as an experiment, but wished to other ports. make it a condition that retail export of H. E. the Vicercy seems to be somewhat of a The whole of the land of the city and neigh. A Chinese deputation waited on the Acting in Viceroys." to the lonely sengirt cemetery on the island of Chu- bourhood belongs to the different Lamaseries. Governor on 11th May to express their dissan, where lie so many gallant British officers and All the dwellers have to pay ground rent to the approval of the Public Liesth Bill. Capt. T. Torpedo Department managed to run down a fully thirty per cent, and that the directors are soldiers who met their deaths in battle, storming | Lamas, which must amount to a great sum every Benning, who was for many years in the service with the the heights of the island, or by disease during the year. The rents enable the Lamas to live in of the Hongkong, Canton, and Macao Steamboat Celestials to the happy hunting ground. It is feet at their disposal. It will be remembered war against China by Great Britain in 1839-42. ease. Irritation often arises between them and Company, died at the Victoria Hotel on 12th May. more than probable, however, that the launch that Captain A. R. Brown was recently sent to The Firebrand first called at Ningpo, where the Chinese, because of the arbitrary increase of Dr. C. J. Wharry, who has been for many years was in no way to blame, as we all know how the England to order two new steamers on account \$100 worth of rice, amounting to 50 piculs, and the rents contrary to agreement. If the Chi- Superintendent of the Government Civil Hospi- sampans recklessly cross the bows of steamers, of the Company. Telegraphic instructions have fifty strings of each were purchased for the human say, "Take down mane, Tai-chowans. This group of islets, searcely your houses and give us back our land." Housemore than rocks, have only once or twice before holders are cornered and have to submit. As land, he having retired from the Service. Prior Canton for a trip home, which we are sorry to the other of two thousand five hundred, tons. this city is "K'on Wai," i.e., outside the barrier. to his departure the members of the hospital hear, as he will be greatly missed by the com- The Nippon Yusen Kaisha is to be congratulatwho number fifty-two families, of 150 individuals various infringements of law and right are sim- staff presented him with an address and a looket munity, among whom he has made himself most ed on its excellent prespects. ply founded on the fact that the aggrieved is in and chain, and Mrs. Wharry with a handsome popular during his short stay here. gold bracelet. Salinger's Opera Bouffe Company opera Islanthe at the Theatre Royal on 14th seem most favourable. May, and on the 17th May they produced the Mikado. The collision case Messageries Maritimes Co. v. Pacific Mail Steamship Company, arising out of the collison of the City of Peking with the Saghalien, was partially heard at the Supreme Court before the Hon. J. Russell, Acting Chief shape of 150 chests for Messrs. Russell & Co. Wale. Yung, who is supposed to have jumped with four fire holes at the base, with an opening Justice, on the 14th and 16th May. The hearing was adjourned pending the arrival of the to last year's teas, but the up-country prices are Advices from Manila (says the N. C. Daily Saghalien from Stanghai.

There were 87 deaths in the colony during the week ending 7th May, of which 4 were amongst the Fokien brought about 150 more chests over, decline in the value of goods, are practically the British and Foreign community Dr. M. T. Yarr, Army Medical Staff, has been retired on pension.

Mr. von Syberg, German Vice-Consul Shanghai, arrived here on the loth-inst. by the British steamer Peking on routs to Canton to take charge of the Consulate there. It is notified in the Gazette that His Excellence cognise provisionally and until further notice season.

The Hon, J. M. Price, who has been suffering The British irenelad frigate Audacious, Cap-

ceived from home pior to their departure, as to the date or place where the fleet is to celebrate the Queen's Jubilee. The report of the China Shippers' Mutual Steam Navigation Company, Limited, for 1886

be carried to new account.

Wharry's official relations have not always With reference to the remarks in our been of the most pleasant, and it is no secret issue of the 5th instant concerning the

small building with a loophole wall. Near this pany, in which he remained up till the time of couple of days.—N. C. Daily News.

one years of age.

Spanish representative at a banquet lately given fore, be honourably acquitted at Hongkong, proposed a teast to the prosperity | The annual general meeting of shareholders

-"Captain Angel Lopez, who was Acting \-N. C. Heruld. Consul for Spain on the date mentioned, denies absolutely the veracity of this statement, or that there was any banquet at which such words were spoken."

A remarkably fine Japanese bronze from Messrs.

Kubar & Co.'s establishment left the colony on the 12th inst, in the Russian cruiser Rynda having become the property of His Imperial Highness the Grand Duke Alexander Michailovitch, the nephew of the Czar. The piece was exhibited at the Calcutta Exhibition of 1883-84 and was awarded the certificate of merit of the first class with gold medal. The description given of it in the official catalogue of awards was as follows:-- "A large temple incense burner or urn. This extraordinary specimen of fine Japanese metal work is the largest ever exported from Japan. It is supposed to have been placed the island, or of the Chinese General who resides General Managor for his successful management in the great temple at Kamakura before the inundation in the loth century. The stand is elaborately ornamented with medallions of mythological birds. At the junction with the said he saw no reason why a very successful little body is an enormous doiled dragon encircling the whole circumference of the nrn. In the centre, on one side, is a group of figures representing historical ambjects; on the other eagles chasing a group of monkeys which are trying to escape into the previoes of a rock: one monkey is trying to defend himself by holding on to the claws of the eagle. The top or cover is a massively cut figure of a rakin, an apostle, standing gineer after all. This was one of the appoint. at his devotions, with a shishi, or dog, as companion. The handles are formed of the heads of the mythological birds he too and massive branches of trees, flowers, and birds, all cut from the solid bronze. The colosial centre, which

despite their own wishes, they had no choice but | weighs at least 700 lbs., is easily made to reto employ a German. Facts are stronger than volve. In every respect this is a superb and fiction. We are very much disposed to believe matchless work of art. Weight, 957 lbs. of that this affair suggests an inference solid bronze. Height, 103 inches." The piece has been greatly admired during the short time it has been on view in Hongkong. Its size may be judged from the fact that five large barrels and one case were required for its packing. It will be transhipped at Nagasuki into one of the railway at all, they must go to Germany for the homeward bound Russian Government vessels

> CHINA. CANTON: FROM A CORRESPONDENT.

No doubt many of the community of Hongkong will be glad to hear (as all are in Shamien) that the mate of the Wah Your has been acquitted of the abourd charge of manslaughter brought against him by the Chinese Authorities It seems particularly hard that a foreigner in the Chinese Service, trying to prevent smuggling in their interest, should have such a charge brought against him.

The German gunboat Welf arrived here last Friday morning, having been wired for to Nagasaki; the Merlin left the same afterncon. What can there be in the atmosphere of Canton that makes the Naval Authorities of Hongkong withdraw the English gunboats with the Acting Governor with reference to the such haste and leave the protection of British opium question, which stated that the Tsung- subjects to other powers? Perhaps they con-Yamen accepted the amendments pro- sider British subjects here less loyal than in

less than one chest should only take place by changeable temperament, as after promising the junk or Canton River steamer. His Excellency | English Consul to open the barriers in the back added that a telegram to that effect had been at | reach within three months, he now politaly once sent to Downing Street. The Jurors' Bill, states that he considers the bridge barrier such Daily Mail, things look promising in Japan. the Licencing Bill, and several minor Ordinances a work of art, that he could not think of deswere passed, and the Council adjourned size die. troying it. Shipowners-"Put not your trust carrying trade done by the steamers of the

The weather here at present is all that could gave a performance of Gilbert & Sullivan's comic | be wished for, and the prospects of the farmers

TAMSUI.

The Shen-pao says the first Tameni toas came. 9th instant the master reported the disappearto Amoy by the Hailoung three weeks ago in the lance, on the voyage from Amoy, of the fireman -The samples sent by post to Amoy are superior overboard. at money up country before the date agreed on.

FOOCHOW.

The Foochow Echo learns from native dealers that this season's teas will be far below average the Acting Governor has been pleased to re- in quality and the prices much cheaper than last

> From circulars issued at Boochow we learn that the China Navigation Company, Limited and the Eastern and Australian Steamship Company, have entered into an agreement with reference to the Australian trade on similar lines to those of the Conference agreement between canal steamer owners. To those shippers who give their exclusive support to these two lines the following returns are offered: -On the first payable on arrival and the remaining 5s. at the langue française. close of the season; and on the other departures 10 per cent. payable at the close of the season. The net freight is not to exceed 40s, per ton and is to be graduated as the season advances. The Gibb line is not a party to the agreement.

ward and not to punish them. They had en- you smile. It consists of heavy Tibetan serge in payment of a dividend at the rate of 12s. per passers by for alms. They soon attracted the that a communication was sent to the Taotai, teurs contemporains, etc. Dr. Wharry, who has been Superintendent of which was answered by the arrival of a small the Government Civil Hespital for the last force of braves who escorted the medicants to "cldest inhabitant" who takes the place of head ness best the drum at the wrong time. The fourteen years, left the colony yesterday, having the Tien How-kung Temple, where they will be

that his resignation has been caused by a feeling attitude of the Mutual Steamship Company One of my Lama friends generally brings his that his position was no longer | tolerable. versus the "Conference," it appears that the puzzling mixture of the Foochow and Ningpo female relatives, when they come to the city, to During his fourteen years in the colony Mutual-Mogul combination then referred to has, dialocts. One man only in the place could read visit my wife. They are highly amused at see- Dr. Whary has accomplished a large amount of since been gaining strongth by the co-operation or write. The women struck the visitors as being ing a sewing machine, a stove, a flat iron, and useful work, in proof of which it is sufficient to to some extent of other important lines. The more intelligent than their lords, and were crochet work. My friend has told me of a re- point to the State of the Civil Hospital to-day result of this, it appears, has been that the in- Bruxelles. better looking than many Chinawomen. Their markable manner of inoculation among the Mon- and compare it with what it was when he took admissible demands of the leaders of the Condwellings are the merest hovels, more than half gols of his section. It is by blowing a powder charge of it. It will be generally regretted that ference have been withdrawn, and it has been buried in the rocks, and their one public build- compounded of Tibetan flowers, pearl dust, he has felt himself compelled to sever his con- now arranged that all, lines are to work together

The Chintung is now alongside the Old Dock photographs taken by Mr. Fittock, one of the assures me that within seven days after the opera- I It is with regret that we have to announce the to repair the damage caused by a collision she Krukiana, which took place at the Victoria to Tientsin this last trip, the river being full of Hotel on the 12th inst., at half-past seven junks. The Chintung, which is damaged on the a.m. The deceased gentleman, who was a native port bow above the 12 feet mark, arrived here Is the best medium for Advertising among the ought to be immediately reformed for the health of Savannah. U.S., came to China about 1860, yesterday afternoon with part of the junk firmly "Criminals' Pit." Any person entering by the from Shanghai, entered into the service of the and forced from the stem inwards. The repairs,

and it is not too much to say that throughout brought by that ship, with appropriating to his the different Agenta.

the whole of his lengthy stay he never made an own use a quantity of oil, their property, and enomy. The funeral, which was attended by a colling the same to a Chinaman named Devering. very large gathering of friends, took place at 5 In delivering judgment the Judge said that, as o'clock yesterday afternoon. Deceased was fifty- far as the evidence went, there was a total absonce of proof of felonious intent on the part of The North German Gazette of the 5th April | the prisoner. The Court held that the prisone, reproduces an extraordinary statement made by had noted throughout in an upright an the Madrid Epoca on the 30th March, that the straightforward manner and he would, there

of France and the success of a brilliant revanche. in the Shanghai Tug Boat Association was held The correspondent of the North German Gazette on the 11th instant, when the Directors' report adds :- "The Austro-Hungarian representative and statement of accounts for the year ending and the other guests were unable to suppress | 31st March last were presented and passed the expression of their great astonishment at The net earnings amount to Tls. 32,514.61, this unexpected tone, which so ill agreed with equal to 321 per cont. on the paid-up capital the prudence becoming the diplomatic position | Out of this were paid Tls, 12,000 in dividends held by the Spanish representative. Herr von amounting to 12 per cent. to shareholders, Brandt, the German Minister, who was informed Tls. 13.5. 8.13 were spent in raising and repairof the toast, will not have failed to make ing the Rocket. Tis. 5,110.00 were written off for it the subject of proper and weighty comment." depreciation, gratuities to employées and some The North German Gazette concludes as small charges absorbed Tls. 1,134.85, and a follows :- " We confine ourselves to remarking balance of Tls. 5,281.58 is carried forward to that should the above reported facts be correct, a new account. The shareholders passed a rethe Spanish Government cannot permit its solution to wind up the Association for the purrepresentatives to forget with culpable frivolity pose of constituting a limited liability Company what is due to their position." We are au- to be registered in Hongkong under the name thorised to publish the following contradiction: of the "Shanghai Tug Bout Company, Limited."

HANKOW.

The Meccury of the 10th instant says:-From advices lately to hand we learn that the tea market has opened in Hankow at prices which, although considerably lower than last year's, are, taking into consideration the prices ruling in the home markets, dangarously high. The leaf moreover, is said to be not quite up to the mark of former years. The water is rising and there is every prospect of the homeward-bound steamers meeting with no obstacles. A telegram to the Shen pao, as translated by the N. C. Daily News, says the Hankow tea market onened on the 9th inst., and that 188.000 chests of Ha Kwang teas, with 117,000 of King Si(Ningchowand Keemen) teas, were placed on the market. Ningehows opened at Tls. 40 to Tis. 47, and Keemens at Tis. 32 to Tis. 35. Yanglon Tungs Tis. 22. Best tens scarce, and prices 80 to 90 per cent. of last year's; the very best have already been taken up by the Russians. The Kinkiang market also opened on the 10th; Keemens Tls. 35. to Tls. 37; Ningehows Tls. 47 to Tls. 48. A letter from Kinking, dated a few days earlier, says that the three foreign changes were in no harry to look at samples, and the correspondent anticipates a bad year again.'

JAPAN.

It is satisfactory, says the Hiogo News, to be assured by the advertisement appearing in another column that Kobe will be one of the ports of call of the vessels belonging to the Canadian Pacific Steamship Line. Evidently the importance of Kobe is becoming better known and recognized, for we believe there was at one time an kien of omitting this port from the service of the new line. The large quantities of freight continually obtained here both for America and Hongkong doubtless exercised a muterial influence in procuring the declsion now announced

The increase which has taken place in the business at Kobe of the P. and O. Company, says the Higgs News, recently determined the directors to open a separate agency at that port, and an intimation to that effect has reached Messrs. Mourilyan, Heimann & Co., who have hitherto acted there as the Company's representatives. In. announcing, the change contemplated the directors of the P. and O. Co. take the opportunity of assuring their present agents that the Board have never failed to appreciate the zeal brought to bear upon the Company's business in Kobe. and express a hope that their new representative will enjoy the advantage of his prodecessors' advice and assistance.

A mative paper states that eight ten-merchants f Osaka propose to establish a company at Tsuriganeche under the name of the "Direct Tea Export Company" with a capital of ven 50,000. to be amalgamated with the Ten Company of Kabe. The object of the new company is to purchase loaf from the ten districts to be sent to the branch offices of Messrs. Okura & to., in London and San Francisco.

YOKOHAMA .

If an increased movement of commodities be a sign of returning prosperity, says the Japan Nippon Yusen Kaisha during the past few

THE PHILIPPINES:

MANILA.

On the arrival of the Zafiro at Manila on the

too high, and the Tamsui dealers are waiting for | News) paint the situation there in very gloomy a more reasonable figure. About the lat of May colours. Import duties, owing to the general very dear, but of the very best description, and double what they were sixteen years ago, when on account of a British firm. The teamerchants the tariff was last settled. The export of hemp at Tameni had agreed not to purchase from the has fallen off by nearly half a million of dollars. one firm has had to pay a fine for sending | red for market. The export of sugar in 1886 fell short of that in 1885 by unwards of a quarter of a million piculs, and the growers in Ricilo alone are out of pocket one million dollars by holding their stocks for a rise which has no come. The abolition of the tobacco monopoly has led to the manufacture and export of large quantities of inferior cigars (as smokers know to their cost; the low prices obtained for which have injured the whole trade. In fact, there is hardly an article produced in the Philippines which is not suffering from depression.

For other mail nows sco Supplement.

INDEPENDANCE BELGE Le meilleur marché, le plus répandu et le . direct departure to Meibourne £1 per ton, 15s. mieux informé des grands journaux europé, as en EDITION QUOTIDIENNE

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had a couple of hundred thousand China. some gold bracelet was at the same time with them, and the islanders were afraid to approach, for a while. But an interpreter from presented to Mrs. Wharry. The locket bore the proach, for a while. But an interpreter from speaks of it as. The locket bore the proach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach, for a while with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them, and the islanders were afraid to approach with them.

SHANGHAI.

When the them are the process of (destinée spécialement aux pays borse d'Europe municate to them that the visitors came to re- ing in full dress, the first sight of which makes count of office furniture and fittings, £4,585 4s. famine refugees from Nganking, who pestered artistiques, littéraires et mondaines de toutes les capitales d'Europe. Sport, modes, commerce, tirely forgotten about the wrock, and it was only closks weighing thirty catties, and vellow cocks- share free of income tax, and £3,807 12s. 6d. to attention of the Police authorities, with the result Romans femilletons inedits des principaux au-

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janvier 1887 recevra des à present GRATUITEMENT et à titre de prime, le journal jusqu'au debut d.

sa periode d'abonnement. death of Capt. T. T. Benning of the river steamer had with a junk in the Peiho on her way up THE CHUNG NGOI SAN PO (Chinese Daily Press). PUBLISHED DAILY,

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On Petroleum in li-

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Hongkong, 1st April, 1885.

China, and Australia.

Hongkong, 26th July, 1872.

Hongkong, 9th May, 1881.

FIRE at Current Rates.

RISKS at Current Rates.

HEAD OFFICE,

No. 2, Queen's Road West,

Hongkong, 14th March, 1881.

Hongkong, lat January, 1882.

"Hongkong, 18th January, 1884.

& Merchandise stored

FIRE at the following Rates:-

With Compound Vertical Engines of 125 HP. Speed 8 knots per hour. For further particulars of Steamer, apply to	The Undersigned,
J. PH. VON HEMERT, No. 25.	ACCEPT RISKS as Rates.
Yokohama, 11th April, 1887. [834] JUST RECEIVED.	Hongkong, 16th No
GUARANTEED the very best Quality HOLLAND GENEVER or GIN in Cases	NORTH GERMAN
of "One Dozen or less, White Crystal Glass	COMPANY A
Also GENEVER in Stone Bottles and POMERANZEN BITTERS.	Company, are pround the CURANCES to the
GUNS, RIFLES, REVOLVERS, CART- RIDGES, SHOT, &c., &c., &c.	class risks at current a Hongkong, 27th Mo
The RISING HOPE SHAG TOBACCO from	AMICABLE INS
Nelle, (Rotterdam.) J. F. SCHEFFER, 146 21, &23, Pottinger Street.	(OF C
FOR SALE OR TO LET.	THE Undersigned POLICIES on
THE Property known as "THE CLIFFS," near Mount Gough—the Peak.	Current Rates. GIBB, 1
Apply to ADAMS & JORDAN.	Hongkong, 27th 8e
Hongkong, 24th February 1887. 418. FOR SALE.	OUEEN FIL
TRADE of the old and well-known	The Undersigned,
Establishment "The Hongkong Soda WATER	pany, are prepared t First-class Godown
12 & 14." Apply to	mium per Annum. NO Hongkong, 20th Ma
M. A. DE CARVALHO. Hongkong, 16th May, 1887. 1980	DHENIX
FOR SALE.	The Undersigned GRANTPOLICIES
C H A M P A G N E, "CARTE BLANCHE SEC," HENNI CLICQUOT, BEIMS.	FIRE at the followin On First-class Europ
\$16per Case of 1 dozen quarts. \$17per Case of 2 dozen pints.	Tonoments On First-class Godow & Merchandise sto
Schelle & Co., Sole Importers for Hongkong & China.	therein
Hongkong, 20th April, 1887. 817 FOR SALE.	On Petroleum in censed Godowns
A Collection of about 400 UNPOLISHED GEMS. Can be seen on application at	On First class Clin Tenements
the Office of this Paper. Hongkong, 26th February, 1887. [433]	On Second-Class Chin Tenements DODGLA
FOR SALE.	Agents Hongkong, 5th Au
CHAMPAGNE, 1880 WHITE SEAL.	THE: LATEST
821 per case of 1 dozen quarts, \$22 per case of 2 dozen pints.	THE NEW YOR
PAUL DUBOIS & Co.'s CLARET, GRAND VIN LEOVILLE.	5 YEAR DIV
Per case of 1 dozen quarts. CLARET, CHATEAU LAROSE. \$13 per case of 1 dozen quarts.	THIS Policy secur
\$14 per case of 2 dozen pints. PONTET CANET.	any 5 Year period, and cash surrender value
89.50 per case of 1 dozen quarts. PALMER MARGAUX.	necumulated surplus If death occur, the fu
\$7.50 per case of 1 dozen quarts. \$8.50 per case of 2 dozen pints.	be paid immediately of with a Mortuary Div promiums received d
LORMONT. 35 per case of 1 dezen quarts. JOHN WALKER & SONS'	tohich death may han Prospectus and ful
OLD HIGHLAND WHISKEY. \$8 per case of 1 dozen bottles.	application to
CUTLER PALMER & Co.'s	Hongkong, 13th J
WINES AND SPIRITS. SIEMSSEN & Co. Hongkong, 1st January, 1884. [19]	GENERAL J
Hongkong, 1st January, 1884. [19] NOW ON SALE	THE Undersigne
THE HOUSEHOLD COMPANIONS,	A COLOR
ETUDENT'S FIRST ASSISTANCE,	Hongkong, 1st A
By Dr. DEVAN, With many Additions, Corrections, and Dr. WILLIAMS' Orthography.	THE LOND
PRICE;— In Paper Wrapper	INCORPORATED BY MAJESTY KIN
Neatly Bound \$2.00 Apply at the Daily Press Office.	A
FOR SALE.	Agents for t
AT WHOLESALE PRICES.	prepared to grant I MARINE Policies at current
SACCONE'S SHERRY, PORT. CLARETS, CHAMPAGNE.	in London, or at the China, and Australia
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SCALES, BICYCLES. PAINTS, OILS, VARNISH.	current rates. LIFE D Policies issued for
Apply to W. G. HUMPHREYS & Co.,	at reduced rates.
Bank Buildings. Hongkong, 1st January, 1886.	Hongkong, 26th
NOW ON SALE.	IMPERIAL FI
IMPERIAL QUARTO.	The Undersigned Company, are prepar against FIRE to t
ENGLISH AND CHINESE DICTIONARY.	one FIRST-
WITH THE PUNTI AND MANDARIN PRONUNCIATION.	RATES ON FIRS
An Anglo-Chinese Dictionary, published at the Daily Press Office, Hongkong.	GIBB
For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been	Imperial
iects in machinery, photography, telegraphy,	NORTH BRITIS
and in science generally, which the rapid advance of foreign relations has imposed upon them, are	THE Undersigne
here given in extense. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both	FIRE at Current I
the Court and Punti pronunciations are given the accents being carefully marked on the best	Hongkong, let J
principle hitherto attained. The typography displays the success of an attempt to make the	FIRE INSURAN
Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously	A A TITE Office 818
attained, and dispensing with those vast marging and vacant spaces which have heretofore charac	1 TOTO IL D de Courten
terized Chinese publications. To the illustrate the vast scope of the world	Hongkong, 18th
following facts are submitted for consideration.— Chalmers' Vocabulary contains about 16.000 Chinese characters, and Medhurst's English	THE NETH
and Chinese Dictionary about 100,000, whils this work contains more than 50,000 English	Ента
words, and upwards of 600,000 Chinese characters. Again, despite all the grainmars and	THE Undersign
other elementary works as yet published, the student of this difficult language absolutely re quires examples to display the various appli	prepared to ACCE.
cations and aquivalents of different words which	Hougkong, 24th
this work contains more than live times a many as any other Dictionary hitherto pub	THE MAN C
lished. For practical purposes the arrangement of	f
the work is so complete, that a reference to it pages enables a person who understands Englis to communicate effectively with natives wh	CAPITAL (S
understand nothing but Chinese. In this respectively with the work will be found indispensable to all	T BOARD
CHA MOLE ATL DO TARREST MATERIALES	
Europeans residing in China, and to the native themselves it explains subjects fully with which	B BAN HUP, Esq.
Europeans residing in China, and to the native themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested.	BAN HUP, Esq. CHAN LI CHOY Es The Company MARINE RISKS
Europeans residing in China, and to the native themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.	BAN HUP, Esq. CHAN LI CHOY Es The Company (MARINE RISKS payable at any of it Contributory Di
Enropeans residing in China, and to the native themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages. A Large REDUCTION in PRICE is made	The Company (MARINE RISKS payable at any of it Contributors of E
Europeans residing in China, and to the native themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages. A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies. LONDON:	BAN HUP, Esq. CHAN LI CHOY Esc. The Company (MARINE RISKS payable at any of it Contributory Di Contributors of E Shareholders or no
Enropeans residing in China, and to the native themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages. A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies. LONDON: TRUBNER & Co., 60, PATERNOSTER Row. HONGKONG:	The Company (MARINE RISKS payable at any of it Contributors of E
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2	INSURANCES.		· VES	SELS A	DVERTISED	AS EOA	DING.		
	NOTICE.	DESTINATION	veaset s	NAME	GAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED	OC
	PANY, LIMITED. Is prepared to ACCEPT FIRST-CLASS RISKS at \(\frac{1}{2}\), nett per Annum, and other Insurances at Current Rates. AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines. JAS. B. COUGHTRIE,	LONDON, &c., VIA SUEZ CANAL LONDON VIA SUEZ CANAL LONDON AND HAMBURG LONDON AND HAMBURG LONDON AND HAMBURG HAVRE AND LONDON HAVRE AND LONDON HAVRE AND HAMBURG, &c.	Deccan (str Ulysses (st Heinrich Tobique Hydra Amphitrit Narcissus Electra (s		Case Browner J. T. Bannau Davis Binge Anderson MacKintosh L. Madsen	Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong	P. & O. S. N. Co. Butterfield & Swire Carlowitz & Co. Pustau & Co. Carlowitz & Co. Carlowitz & Co. Carlowitz & Co. Siemssen & Co.	To-day, at 4 P.M. On 23rd inst. Quick despatch. On 23rd inst., at 11 A.M.	TA
29	Hongkong, 27th March, 1882. [721] CALEDONIAN FIRE AND LIFE INSURANCE COMPANY. ESTABLISHED 1805.	MARSEILLES VIA SAIGON, &c. BREMEN, & PORTS of CALL. VANCOUVER B.C., VIA KOBE, &c. TRIESTE SAN FRANCISCO VIA Y'HAMA SAN FRANCISCO VIA Y'HAMA NEW YORK VIA SURZ CANAL NEW YORK	Sagnalien Sachsen (a Parthia (a Titania (a) City of Pel San Pablo Lennox (a) Mentone Sountag	tr.) itr.) king (str.) (str.)	Homery Tseger C. Brough B. Mersa J. Thearle Rafn Haskell	Hongkong Hongkong Hongkong Hongkong	Messageries Maritimes Melchers & Co. Adamson, Bell & Co. O. Bachrach P. M. S. S. Co. O. & O. S. S. Co. Adamson, Bell & Co. Carlowitz & Co. Pustan & Co.	On 26th inst., at Noon. On 9th June, at 4 P.M. On 4th June, at 3 P.M. On 27th inst., at Noon On 24th inst., at 3 P.M. On 2nd June, at 3 P.M. On or about 30th inst. Quick despatch.	have Tru
in 38, 38, 18. P.	Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms. ARNHOLD, KARBERG & Co. Hongkong, January, 1882. PRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.	NEW YORK NEW YORK NEW YORK NEW YORK VICTORIA, (V.I.) HONOLULU HONOLULU HONOLULU SYDNEY AND MELBOURNE	John C. P Manhegan Wachuset Ponshaw Lilian Velocity Mercury (t	Curtis A. C. Paulson Chs. C. Oakland Geo. Parker G. B. Holland R. Martin Panno	Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong	Carlowitz & Co. Pustau & Co. Pustau & Co. Melchers & Co. Gonsalves & Co. Gonsalves & Co. Eduard Schellhass & Co. Gibb, Livingston & Co.	Quick despatch. On or about 25th inst. On 22nd inst., Daylight	add Cor vio pai for mo
34 ity	The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & Co., Agents. Hongkong, 16th November, 1872. 14 NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.	YOKOHAMA AND KOBE YOKOHAMA AND KOBE YOKOHAMA AND KOBE KOBE AND YOKOHAMA YOKOHAMA, KOBE, &c NAGASAKI AND KOBE NAGASAKI, KOBE, &c NAGASAKI, KOBE, &c NAGASAKI, KOBE, &c	Iphigenia Denbighal Tanais (str Goneral W	str.) (str.) hire (str.) r.) erder (str.) en (str.) str.)	Clark L. Voltmer J. Devyer Paul W.vonSchukmann C. W. Pearson Mackinlay Hughes	Hongkong Hongkong Hongkong Hongkong Hongkong Hongkong	Gibb, Livingston & Co Siemssen & Co Adamson, Bell & Co Messageries Maritimes Melchers & Co Adamson, Bell & Co P. & O. S. N. Co Jardine, Matheson & Co Butterfield & Swire Butterfield & Swire	On 21st inst., Daylight On 21st inst., at Noon On 23rd inst.	tir
nd T	Company, are prepared to GRANT IN- COMPANCES to the extent of \$65,000, on first- class risks at current rates. MELCHERS & Co Hongkong, 27th March, 1876. [12] AMICABLE INSURANCE OFFICE,	SHANGHAI SHANGHAI SHANGHAI SHANGHAI SHANGHAI SHANGHAI SHANGHAI VIA SWATOW SWATOW, CHEFOO, &c	Peking (s Oceanieu Kutsaug (str.) (cr.)	G. Henermann Didier Jackson	Hongkong Hongkong Hongkong	Melchers & Co. Siemssen & Co. Messagories Maritimes Jardine, Matheson & Co. Jardine, Matheson & Co.	Quick despatch. To-day, at 4 P.M. Quick despatch.	th or pa
	OF CALCUTTA).	VESSELS ON THE BEI	-		BELS ON TH		1.	THE BERTH.	- T
3,"	THE Undersigned are prepared to GRANT POLICIES on MARINE RISKS at Current Rates. GIBB, LIVINGSTON & Co., Agents. Hongkong, 27th September, 1886.	INDO-CHINA STEAM NAVIG COMPANY, LIMITED FOR SHANGHAI VIA SWA! (Taking Cargo and Passengers at the for Cheroo, Tientsin, Newchwa!	TOW. ough rates ng, Han-			O. SIN. hip	SINGAPORE, P. ADEN, SUEZ, P. GIBRALTAR, B. VENICE, PLYMO	AM FOR ENANG, COLOMBO ORT SAID, MALTA. BINDISI, ANCONA UTH, AND LONDON;	.,
18.		HE Company's Steamship	sze.)	on MONI	"CHEFOC Hughes, will be d DAY, the 23rd inst	espatched as tant.	above BOMBAY, MADR AUS	ALSO, AS, CALCUTTA, AND TRALIA.	- 1
N- WD ER Os.	The Undersigned, Agents for the above Com-	"KUTSANG," Captain Jackson, will be despatche TO-DAY, the 19th inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESO!	N & Co.,	Hongke.	eight or Passage, a TERFIELD & S ong, 13th May, 188 N STEAMSHI	WIRE, Age 7.	BILLS OF LADING [969] GULF PORTS, MAN SURG, NEW YORK,		NI
980	Hongkong, 20th May, 1881. [69] HENIX FIRE OFFICE The Undersigned are now prepared to	General Manager Hongkong, 17th May, 1887. FOR SHANGHAI.		THE C	LONDON, VIA ST company's Steamsh "ULYSSE	UEZ CANAI ip is,"	THE PENINSULAR NAVIGATION "DECCAN," Cap	NDED AT PLYMOUTH. R AND OBJECTAL STEAT COMPANY'S Steamshiptain Case, with He will be despatched from	ip er
_	GRANTPOLICIES of INSURANCE against	" PEKING."		Captain I	Frammer, will be d	tospatoned as	this for BOMRAY	n THURSDAY, the 19t	th

FE CY tion dof end. will ether of all on on	"PAUMBEN." Captain Leask, will be despatched as above TO-MORROW, the 20th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 17th May, 1887. [995] FOR YOKOHAMA AND KOBE. THE Steamship "IPHIGENIA." Captain L. Voltmer, will be despatched for the above Ports TO-MORROW, the 20th inst., at Four P.M. For Freight or Passage, apply to SIEMSSEN & Co., Agents. Hongkong, 17th May, 1897. [998]	For Freight or Passage, apply to EDUARD SCHELLHASS & Co. Hongkong, 6th May, 1887. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship "LENNOX," J. Thearle, Commander, will be despatched for the above Port on or about the 30th instant. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 3rd May, 1887. NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. THE Company's Steamship "TANAIS," Captain Paul, will be despatched for
,	FOR YOKOHAMA AND KOBE. THE British Steamer "EINLARIG," Captain Clark, will be despatched as above at FOUR P.M., TO-MORROW, the 20th inst.	Captain Paul, will be despatched for KOBE AND YOKOHAMA, shortly after the arrival of the Mail steamer from Europe. G. DE CHAMPEAUX, Agent. Hongkong, 18th May, 1887.
- are ainst Co.	CIER T. TVINGSTON & Co.	COMPAGNIE DES MESSAGERIES MARITIMES.
685	NORDDEUTSCHER LLOYD.	

on McNDAY, the 23rd inst.

THE American Ship

Hongkong, 16th May, 1887.

For Freight or Passage, apply to

BUT ERFIELD & SWIRE, Agents.

FOR HONOLULU.

WITH OPTION TO CALL AT YOKOHAMA.

'MERCURY."

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI. (Passing through the Inland Sea). THE Company's Steamer	"OCEANIEN," Commandant Didier, will be despatched for SHANGHAI, shortly after her arrival with the French Mail from Europe.
Captain W. von Schukmann, will leave for the above Ports on or about the 20th instant.	G. DE CHAMPEAUX, Agent. Hongkong, 18th May, 1887.
For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 16th May, 1887.	NORDDEUTSCHER LLOYD. NOTICE.
STEAM TO NAGASAKI, KOBE, AND	STEAM TO SHANGHAI.

PAQUEBOTS POSTE FRANCAIS.

/ IN HE Company's Steamer

THE Company's Steamer

(Passing through the INLAND SEA). Taking Carge on through Bills of Lading to CHEMULPO AND WLADIVOSTOCK. THE P. & O. S. N. Co.'s Steamship "TEHERAN," will leave for the above places on 21st instant,	Captain Tseger, will leave for the above place about 24 hours after arrival with the entward German Mail. For further Particulars, apply to MELCHERS & Co.,
E. L. WOODIN, Acting Superintendent.	Hongkong, 16th May, 1887. NORDDEUTSCHER LLOYD.

"GLEN" LINE OF STEAM PACKETS.	NOTICE.
FOR NAGABAKI, KOBE, AND YOKOHAMA.	STEAM FOR SINGAPORE, COLOMBO, ADEN, SUE PORT SAID, TRIESTE,
THE Steamship "GLENARTNEY,"	BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG,
Captain Mackinlay, will be despatched as above on SATURDAY, the 21st instant, at Noon.	WHY DENTIO LOISEN
For Freight or Passage, apply to	ALSO,

Hongkong, 16th May, 1887.

FINE 100 A I British Ship

For Freight, apply to

FIHE A. I. British Bark

For Freight, apply to

Hongkong, 22nd April, 1887.

Port, and will have quick despatch.

Hongkong, 11th May, 1887.

deepatch.

For Further Particulars, apply to

FOR HAVRE AND LONDON.

" Narcissus."

MacKintosh, Master, shortly expected here, will

load for the above Ports, and will have quick

FOR HONOLULU.

· VELOCITY

R. Martin, Marter, will load here for the above

MELCHERS & Co.,

Agents.

CABLOWITZ & Co.

GONSALVES & Co.

For Freight or Passage, apply to	AL60,	BLACK SEA PORTS.
For Freight or Passage, apply to JARDINE, MATHESON & Co.,	LONDON, NEW YORK, BOSTON, BAL-	MARSEILLES, AND PORTS OF BRAZIL
A manufacture of the contract	TIMORE NEW ORLEANS.	AND TA DEATHA
Hongkong, 14th May, 1887.	GALVESTON, AND SOUTH AMERICAN	AXSO.
Houghoug, 14th may, 1001.	PORTS.	LONDON, HAVRE, BORDEAUX,
THE "GIBB" LINE OF STEAMERS.		DUNKIRK, AND ANTWERP.
THE GIBD DIME OF DIMENTING.	THE COMPANY'S STEAMERS WILL CALL AT	
FOR SYDNEY AND MELBOURNE.	SOUTHAMPTON-TO LAND PASSENGERS	CANT MITTERDEDAY AL OCAL Man at
(Calling at POBT DARWIN and taking through		I THE CHARTS IN THE COME WAY, SO
Cargo for QUEENSLAND PORTS, ADELAIDE,		Noon, the Company's Steamship
TARMANIA, NEW ZRALAND, &c.)	N.B.—CARGO CAN BE TAKEN ON THROUGH	"SAGHALIEN," Commandant Homery, with
IABMANIA, MEN ZEALAND, CO.)	BILLS OF LADING FOR THE PRINCIPAL	MAILS, PASSENGERS, SPECIE, and

Г	" PATHAN,"	PLACES IN RUSSIA. N THURSDAY, the 9th day of June, 1887,	Plac Cal
	Captain Rowley, due shortly with part Cargo from Japan, will be desputched as above on	at Four Par the Company's Steamship	don :
7	SUNDAY, the 22nd instant, at DAYLIGHT.	"SACHSEN," Captain Taeger, with MAILS, PASSENGERS, SPECIE, and CARGO,	tran
-	For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,	will leave this Port as above, CALLING AT	BI
Ü	Mausgers	GENOA. Shipping Orders will be granted till Noon,	Spec
	Hongkong, 12th May, 1887. 1962	Cargo will be received on Board until 4 P.M.	masy
	OCEAN STEAMSHIP COMPANY.	Brecie and Parcels until 3 P.M. on the 8th	On

tor NING	Cargo and Passengers at t Po, Cheroo, Newchwan	I. TIENTEIN
HANK	ow and Ports on the Y. Company's Steamship	LNGTRAE).
1		
	"PATROCLUS,"	
Captain !	Phompson, will be despated DAY, the 22nd instant.	ned as spore
For Fr	eight or Passage, apply to	
BUT	TERFIELD & SWIRE	Agents.
Hongk	ong, 16th May, 1887.	[978

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAL

t of its	CAPITAL (SUBSCRIBED), \$1,000,000.	For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 16th May, 1887. [978]
who pact all	BOARD OF DIRECTORS.	FOR SINGAPORE, HAVRE, AND HUMBURG VIA SUEZ CANAL.
ted.	LUM BIN BANG, Esq. BAN HUP, Esq. Yow Chong Pring, Esq. CHAN LI CHOY Esq. Q. HOY CHUNE, Esq.	AMSTERDAM, ROTTERDAM, LONDON, LIVEE-
sted ion-	MARINE RISKS to all parts, of the World,	FINHE Steamship
ngo		l Mandain I. Mg//MRN Will DW CMBDW/WWGU IOC DDW
abar	Shareholders or not.	above Ports on MONDAY, the 23rd instant, at

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Cantain I	Madeen, v	rill be des	patched	IOT	the
above Per	Madeen v	DAY, the	e 23rd in	etan'	t, a
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Day Un	sight on Pag	RECE SYN	v to		
FOT PE	eight or Par	CTTO	CICITANT	. 0	
		DIEM	IDDEM (T Lil	.,
24	6	1 110	Agent	8.	,,19
Honek	one 14th M	.v. 1887.		. 1	976

1-				YIA COLUMNO.	4 -
ł	On First class Clinese		Captain Panno, will load here for the above	For further particulars regarding FREIGHT	-
	Tenements	FOR SWATOW, CHEFOO, TIENTSIN,	Port, and will be despatched on or about the	and PASSAGE apply to the PENINSULAR &	
ŀ	On Second-Class Chinese	AND NEWCHWANG.	25th instant.	ORIENTAL STEAM NAVIGATION COMPANY'S	Ł
	Tenements	FINE Company's Steamship	For Freight or Passage, apply to	Office, Hongkong.	١.
ļ	DODGLAS LAPRAIK & Co.,		EDUARD SCHELLHASS & Co.	The Contents and Value of Packages are re-	۱.
Ĺ	Agents for Phoenix Fire Office.	"PAUMBEN,"	Hongkong, 6th May, 1887. 1928	- ind to be declared when to shipward	1 "
l	Hongkong, 5th August, 1881.	Captain Leask, will be despatched as above	Trong to the same of the same	quired to be declared prior to shipment.	1
		TO-MORROW, the 20th instant, at Noow.	FOR NEW YORK, VIA SUEZ CANAL.	Shippers are particularly requested to note	1
ļ	THE LATEST ADVANCE IN LIFE	For Freight or Passage, apply to	HE Steamship	the terms and conditions of the Company's	10
l.	INSURANCE.	JARDINE, MATHESON & Co.,		Black Bills of Lading.	1
ı	· · · · · · · · · · · · · · · · · · ·		"LENNOX,"	E. L. WOODIN,	i T
	THE NEW YORK LIFE INSURANCE	General Managers.	J. Thearle, Commander, will be despatched for	Acting Superintendent.	ł
l	COMPANY'S	Hongkong, 1(th May, 100).	the above Port on or about the 30th instant.	Hongkong, 12th May, 1887.	Ł
1	5 YEAR DIVIDEND POLICY		For Freight or Passage, apply to	and the second of the second o	11.5
П		FOR YOKOFAMA AND KOBE.	ADAMSON, BELL & Co.		
ŀ	THIS Policy secures to the insured the option	IFFHE Steamship		U.S. MAIL LINE.	17
l	of terminating his Insurance at the end of		Hongkong, 3rd May, 1887. Agents. 527		ı
L	any 5 Year period, and receiving for his Policy a	"TPHIGENIA."	Hongkong, 3rd May, 1887. 527	PACIFIC MAIL STEAMSHIP COMPANY.	1
ľ	cash surrender value together with his share of	Contain L. Voltmer will be despatched for the	NOTICE.	- U	
l	accumulated surplus apportioned as a dividend.	above Ports TO-MORROW, the 20th inst., at		THEOUGH TO NEW YORK, VIA OVER-	I
ŀ	If death occur, the full amount of the Policy will	FOUR P.M.	COMPAGNIE DES MESSAGERIES	LAND RAILWAYS, AND TOUCHING AT	1
Ť	be paid immediately on proof of death, together	For Freight or Passage, apply to	MARITIMES.	YOKOHAMA AND SAN FRANCISCO.	Т
l	with a Mortuary Dividend of 50 per Cent. of all	SIEMSSEN & Co.,	and the same of th	A Company of the Comp	ı
1	promiums received during the 5 Year period in	Agents.	PAQUEBOTS POSTE FRANCAIS.	THE U. S. Mail Steamer "CITY OF	ı
١	which death may happen.		HE Company's Steamship	FEKING," will be despatched for	1:
°	Prospectus and full particulars may be had on	Hongkong, 17th May, 1897. (993)		San Francisco, via Yokohama, on TUES-	U
١	application to	THE "BEN" LINE OF STEAMERS.	"TANAIS,"	DAY, the 24th Mey, at THREE P.M., taking	ı
ii.	GIBB, LIVINGSTON & Co.,		Captain Paul, will be despatched for	Passengers and Freight for Japan, the United	
1	Acting Ageuts.	FOR YOKOHAMA AND KOBE.	ROBE AND YOKOHAMA,	States and Europe	۹.
1	Hongkong, 13th January, 1887.	THE British Steamer	shortly after the arrival of the Mail steamer	Through Bills of Lading issued for trans-	o 1
1	Hong gong, 13th January, 13th.		from Europe.	portation to Yokohama and other Japan Ports,	4
١	GENERAL LIFE AND FIRE	"BENLARIG,"	G. DE CHAMPEAUX,	To Can The siles to Attentioned Telepa Milion	12
١	LEGITO MOT COMPANY	or of the City is 1912 by demotahed are share		to San Francisco, to Atlantic and Inland Cities	

May, at FOUR P.M.

Office until Noon, on the day of sailing.

ı	Havana, Trinidad, and Demerara, and to ports	ı
ļ.	in Mexico, Central and South America, by the	'
ŀ	Company's and connecting Steamers.	_
l	Through Passage Tickets granted to England,	
l	France, and Germany by all trans-Atlantic lines	Į
ı	of Steamers.	6
ļ	RETURN PASSAGES.—Passengers, who have	đ
l	paid full fare, re-embarking at San Francisco	
	for China or Japan (or vice versa) within six	
l	months, will be allowed a discount of 20 % from	١.
	Return Fare: if re-embarking within one year.	1
ı	ar allowance of 10 %, will be made from Return	r
	Fare. Pre-paid Return Passage Orders, avail-	
1	able for one year, will be issued at a Discount	l
1	of 25 % from Return Fare. These allowances	Ηĵ
١	do not apply to through fares from China and	a
١	Japan to Europe.	
	Freight will be received on board until 4 P.M.	Г
	on the day previous to sailing, Parcel Packages	1
ı	will be received at the Office until 5 P.M. same	ľ
	day; all Parcel Packages should be marked to	1
ı	address in full; value of same is required.	L
	Consular Invoices to accompany Cargo	h
	destined to Ports beyond San Francisco	ľ
	should be sent to the Company's Offices	
	in Sealed Envelopes, addressed to the Collector	l٦
i	of Customs at San Francisco.	Ĺ
	For further information as to Passage and	
	Freight, apply to the Agency of the Company.	I.
	No. 504 Open's Road Control	ı
	THE DOZ, WHERE S TOOK COLLEGE	

4 -	COMPAGNIE DES MESSAGERIES MARITIMES.
V-	PAQUEBOTS POSTE FRANCAIS.
	NOTICE.
*	STEAM FOR
8	AIGON, BINGAPORE, BATAVIA, CO
_	ORT SAID, MEDITERRANEAN, AND
P	ORT SAID, MEDITERRANEAN, AND

Hongkong, 6th May, 1887.

C. D. HARMAN, Agent.

H AMERICAN	AX80,	13
	LONDON, HAVRE, BORDEAUX,	. 6
WILL CALL AT	DUNKIRK, AND ANTWERP.	. 9
AND PASSENGERS	ON THURSDAY the 26th May at	4
4 . e.	ON THURSDAY, the 26th May, at Noon, the Company's Steamship	
N ON THROUGH	"SAGHALIEN." Commandant Homery, with	-
THE PRINCIPAL	MAILS, PASSENGERS, SPECIE, and	7
	CARGO, will leave this Port for the above	0.
day of June, 1887.	Cargo and Specie will be registered for Lon-	Fr
nany's Steamshin.	don as well as for Marseilles, and accepted in	1
er, with MAILS,	transit through Marseilles for the principal	to,
and CARGO,	places of Europe.	CEL

"SACHSEN" Cantain Tagger, with MAILS.	don as well as for Marseilles, and accepted in transit through Marseilles, for the principal	to
PASSENGERS SPECIE, and CARGO.	l places of Europe.	CE 8
America	Shipping Orders will be granted till NOON, Cargo will be received on board until 4-P.M.,	RTA
Shipping Orless will be granted till NOON.	Specie and Parcels until S P.M., on the 25th	
Cargo will be received on Board until 4 P.M.	May, 1887. (Parcels are not to be sent	C
Epecie and Parcels until 3 P.M., on the 8th June, 1887. (Parcels are not to be sent on		
Board: they must be left at the Agency's Office).	required.	M
Contents and Value of Packages are required.	For inither particulars, apply at the Com-	
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.	G. DE CHAMPEAUX,	T
	A	-

any's Office.	G. DE CE	AMPEAUX,
Hongkong,	14th May, 1887.	Agent.
FOR LO	NDON AND H , I.I. British Bar	AMBURG.
L	"TOBIQUE	

1		
"TOBI	ភិក្សា	
Davis, Master, shortly exp	ected her	e, will load
Davis, Master, shortly explore for the above Port lespatch.	s, and wil	l have quick
For Freight, apply to	PUSTA	U & Co.
Hongkong, 3rd May, 18	87.	1912
FOR NEW	YORK.	

HE 3/3 L II Norwegian Bark
"MENTONE."
Both Master will load here for the above Port
and will have quick despatch. For Freight, apply to CARLOWITZ & Co. Hongkong, 5th May, 1887.

AESSETS ON THE RESART
OCCIDENTAL AND ORIENTAL STEAM. SHIP COMPANY;
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA,

AND EUROPE; THE OVERLAND RAILWAYS,

STEAMERS.

THE Steamship "SAN PABLO" will be despatched for San Francisco, vid Yokohama, on THURSDAY, the 2nd June, at Connection being made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to Hongkong on the 15th March. address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

RETURN PASSAGES .- Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 °/ will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through force from China and Japan to Europe. Consular Invoices to accompany Cargo destined to Ports bayond San Francisco should be

sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight 21st instant. or Passage, apply to the Agency of the Company. No. 50A, Queen's Road Central. C. D. HARMAN, Agent. Hongkong, 16th May, 1887. FOR LONDON AND HAMBURG. THE 3/3 L II German Bark

"HYDRA." Binge, Master, will load here for the above Ports, and will have quick despatch, MBO, For Freight, apply to CARLOWITZ & Co. Hongkong, 9th May, 1887. FOR HAVRE AND LONDON. THE 100 A I British Ship

"AMPHITRITE," OUGH Anderson, Master, will load here for the abou RSIAN Ports and will have quick despatch. HAM- For Freight, apply to CARLOWITZ & Co. Hongkong, 21st March, 1887. FOR HONOLULU. HE Hawaiian Bark

"LILIAN," above Port, and will have quick despatch. this for BOMBAY on THURSDAY, the 19th For Freight, apply to GONSALVES & Co. Cargo will be received on board until Hongkong, 3rd May, 1887 900 10 a.m. Parcels and Specie (Gold) at the FOR NEW YORK.

THE 3/3 A. I.I. American Ship Too, Silk, and Valuables for Europe will be transhipped at Colombo: General Cargo for "WACHUSETT!" London will be transhipped at Bombay, arriving one week later than by the ordinary direct route | Che. C. Oakland, Master, will load here for above Port, and will have quick despatch. For Freight, apply to

> Hongkong, 10th May, 1887. FOR NEW YORK. THE 3/3 L II American Ship "JOHN C. POTTER," Curtis, Waster, will load here for the above Port, and will have quick despatch. For Freight, apply to

PUSTAU & Co.

Hongkong, 24th March, 1887. FOR VICTORIA (V.L.) FIGHE A. I. British Bark ." PENSHAW,"

IGH TO NEW YORK, VIA OVER- have quick despatch. RAILWAYS, AND TOUCHING AT | For Freight, apply to MELCHERS & Co. Hougkong, 25th April, 1887. FOR NEW YORK. THE 3/3 A I.I. British Back "MANHEGAN."

Geo. Parker, Master, will load here and will

ers and Freight for Japan, the United A. C. Paulson Master, wil load here for the above Port, and will have quick despatch. gh Bills of Lading issued for trans-For Freight, apply to to Yokohama and other Japan Ports. PUSTAU & Co. Hongkong, 1st April. 1837. the United States, vin Overland Railways, to FOR NEW YORK. THE 3/3, A. I. I. American Bark

> "SONNTAG," Haskell, Master, shortly expected here, will load hore for the above Port, and will have quick despatch. For Freight, apply to PUSTAU & Co. · Hongkong, 3rd May, 1887. FOR LONDON AND HAMBURG. THE S LL II German Bark

"HEINRICH." J. T. Bannau, Master, will load here for the above. Ports, and will have quick despatch. For Freight, apply to Hongkong, 2nd April, 1887.

TATING TAI & BHIP'S COMPRADORES, STEVEDORES COAL MERCHANTS FEESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE. No. 25, PRAYA CRITEAL. 客發炭煤司公泰榮

SUMMER TIME TABLE. THE KOWLOON FERBY. STEAM-LAUNCH "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR's WHARF and TSIM-TSA-TSUI at the following hours :- This Time Table will take effect from the 15th April, 1887. WEEK DAYS. Leaves Leaves Kowloon-Hougkong Kowloon 6.0 ' A. M. 7.00 A.M. 7.00 A.M. 8.00 (9.00 10.15 8.50

7.30 9.00 10.30 11.00 10.45 .. *10.15 9.40 ,, 12.00 NOON. 12,30 P.M. 10 30 2.00 1,15 P.M. 12.30 P.M. 12.45 P.M. 1.30 2.00 ... 1.30 2.20 8.60 . 3.30 4.00 ... 3,30 4,15 4.00 4.15 4.30 6,40 5.65 7.00

riday, on account of coaling. se of stress of weather, due notice will be ven of any stoppages

DRAPERS, HOSIERS, HABERDASHERS, DRESSMAKERS. No. 8 LYNDHUBST TERBACE. AND R. TENNENT'S ALE and Hougkong Harbour :-PORTER. 2 DAVID CORSAR & SONS' Merchant Navy Navy Boiled CANVAS. Long Flax

Crown ARNHOLD, KARBEEG & Co. Hongkong, 11th May, 1867. F you want JAPANESE GOODS at Reasonable Prices Go to CASSUMBHOY'S STORE, BEACONSFIELD ARCADE. A Large Assortment of New Satsums and other Ware, Bronzes, Tea Services, Screens, &c.

New and Second-hand FURNITURE at Lowest Prices. QUARE BOTTLE NAPIER JOHNSTONE'S BLEND, Superb Quality, Curler, Palmer & Co.'s Selection. Apply to LANE, CRAWFORD & Co.,

MAILS EXPECTED.

THE GERMAN MAIL. The N. L. steamer Sachsen, with the German mail of the 19th April, left Singapore at 9 a.m. on the 14th, and may be expected here on or about the 19th instant.

THE AMERICAN MAIL. The O. & O. steamer San Pablo, with the American mail of the 21st ultime, left Yokohama on the 17th, and may be expected here on TLANTIC AND OTHER CONNECTING or about the 24th instant.

THE FRENCH MAIL The Messagories Maritimes steamer Oceanian, with the French mail of the 22nd April, left Singapore at 7 a.m. on the 18th, and may be expected here on or about the 25th inst. This packet brings replies to letters despatched from

THE INDIAN MAIL. The steamer Japan, with the Indian mail, left Singapore on the 18th, and may be expected here on or about the 25th instant.

STEAMERS EXPECTED. The Union Line steamer Oxfordshirs left Singapore on the 12th, and is due here on the 19th instant.

The Glen Line steamer Glenfinlas left Singapore on the 13th, and is due here on the 19th instant.

The O. S. S. Co.'s steamer Patroclus left Singapore on the 15th, and is due here on the

The Austro-Hungarian Lloyd's steamer T:tania left Singapore on the 17th, and is due here on the 23rd instant. The Shire Line steamer Denbighshire left Singapore on the 18th, and is due here on the

POST-OFFICE NOTICES:

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, Sent to --- , or Received at 7 p.m., or as the case may be, and forward it. without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

The Postal Guide for 1886, twised to date will be found in the Daily Press Directory. p. 385 large edition, p. 701 small edition. This is the only authorised complete Summary of G. B. Holland, Master, will load here for the Postal information published in Hongkong.

> The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given A MAIL WILL CLOSE.

> For Swatow and Changhai - Per Kutsang, today, the 19th inst., at 11.30 A.M. For Shanghai .- Per Peking, to-day, the 19t inst., at 4.00 P.M. For Woosung .- Per Benvanus, to-day, the 19th inst., at 4.00 P.M. For Saigon .- Per Port Augusta, to-day, the 19th inst., at 4.30 P.M. For Swatow, Chefoe, Tientsin, and Newchwang.-Per Paumben, to-morrow, the 20th inst., at 11.30 A.M.

For Yokohama and Kobe - Per Benlaria, to morrow, the 20th inst., at Noon. For Yokohama and Kobe.—Per Iphigenia, tomorrow, the 20th inst., at 3.30 P.M. For Straits Settlements .- Per Protos, tomorrow, the 20th inst., at 4.30 P.M. For Haifong. - Per Activ, to morrow, the 20th

inst., at 5.00 P.M. For Nagasaki, Kobe, and Yokobama.-Per Teheran, to-morrow, the 20th inst. at 5.00 P.M. For Nagasaki, Kobe, and Yokohama.-Per Glenariney, on Saturday, the 21st inst., at 11.30 For Saigon. Per Ching wo, on Sunday, the

22nd inst., at 0.00 A.M. For Singapore.-Per Electra, on Monday, the 23rd instant, at 10.30 A.M.

MAILS BY THE BRITISH PACKET. The British Contract Packet Voccan will be despatched on THURSDAY, the 19th May, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing

the Mails, &c. The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS. THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet :-Day of Departure. NOON.-Money Order Office closes.

2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases. 3.00 P.M. - Mails closed, except for Late Letters. 3.10 P.M.—Letters may be posted with late fee of 10 cents until 30 P.M.—when the Post Office closes entirely. 3.40 F.M.-Late Letters may be posted on board

the packet with late fee of 10 cents, unti time of departure. MAILS BY THE FRENCH PACKET, The French Contract Packet Saghalien will despatched on THURSDAY, the 26th inst.,

with Mails to the United Kingdom, Europe and places beyond, visi Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &co. The Post Office declines all responsibility for

Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, wil make no enquiries into alleged losses of such

THE FRENCH AND GERMAN MAILS. Dan before Departs. P.M. Money Order Office closes. German Mail 4 P.M. Post Office closes, except the night box, which is always open out of office

Day of Departure. 7 A.M., Post Office opens. 10 A.M., Registry of Letters ocases. Posting of all printed matter and patterns ceases.

Il A.M., Mail closes, except for Late Letters. "There will be no Launch on Monday and 11.10 A.M., Letters may be posted with Late Fee of 10 cents until The above Time Table will be strictly adhered 11.30 A.M., when the Post Office closes entirely. except under unavoidable circumstances. In 11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

NOT RESPONSIBLE FOR DEBTS Neither the Captains, the Agents, nor the ILLINERS, TAILORS AND OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in CHANGEHA, Brit. str., Williams.—Butterfield & F. H. DREWS, Ger. bk., Rothbart.-Order.

HEINBICH, Ger. bk., Bannau.—Carlowitz & Co. HYDRA, Ger. bk., Binge,-Siemssen & Co. LILIAN, Hawaiian bk., G.B. Holland. - Gonsalves MANHEGAN, Brit. bk., Paulsen.—Ed. Schellhass OOPACK, Brit. str., Jaques.—Arphold, Karberg PARTHIA, Brit. str., Brough.-Adamson, Bell &

PEKING, Brit. str., Henermann.—Siemssen & Co. PORT AUGUSTA, Brit. str., Hogg.-Adamson Bell & Co. PORT VICTOR, Brit. str., Williams.—Siemssen

SPINAWAY, Brit. sch., Garrick.—Siemssen & Co. VELOCITY, Brit. bk., Martin.—Pustau & Co. Printed and Published by E. CHATTERTON WILCOX Wyndham Street, Hongkong.

HONGKONG, THURSDAY, MAY 19TH, 1887.

THE CAMBRIDGE LOCAL EXAMINA-TIONS IN HONGKONG.

We published recently a brief statement announcing the result of the Cambridge Local Examinations which were hold in Hongkong in December last. Out of sixteen hoys then sent up for examination in the junior division, three boys have now been declared as having passed satisfactorily. The Hongkong Public School furnished one of the successful candidates. The Government Central School had prepared the other two. Bu one of these two had been at the Central School but a short time, having been trained chiefly at the Diocesan School. Consequent. ly three of our principal schools, the Hongkong Public School, the Government Central School, and the Diocesan Home and Or. phanage share equally in the honours gained, such as they are. The Government Central School had also sent up one boy for examination in the senior division, but be failed. St. Joseph's College has so far stood aloof. The success which attended this first examination may be a small beginning of a great future. There is little at present, if anything, to boast of. But it must be considered that this first Local Examination held in Hongkong was put on the educational stage rather hastily. The boys had not had sufficient time to be trained and nerved for it and naturally enough did not do themselves justice, being hampered by the novelly of the thing. We may confidently expect better results from the next eraminations.

There can be no doubt that the introduction of the Cambridge Local Examinations marks a new cra in the educational history of Hongkong. These examinations exercise w very powerful influence on education in England and are likely to have a similar effect here. It is but fifty years ago that the modern educational movement which dates from the times of Bell and Lancaster. the beydays of the National Society (1811 and of the British and Foreign School Society (1814), appeared to stagnate. The Parliamentary grant made to these Societies (1883-1889) seemed but to have the effect of an objate on the nation, which had a semiconscious feeling that education was in an unsatisfactory state but lacked the energy to set things right. The establishment of the Educational Department of the Privy Council (1839), which formed forthwith a small army of Inspectors of Schools, brought light on the scene, but it was a light which hardly did more than make darkness visible. The -attempt unde by Lord Ashley (1843) t apply the principle of compulsory education, already in force then as regards paupers also to children employed in factories, failed at first ignominiously. Public attention was arrested at last in the interest of education when Sir J. GRAHAM introduced his Bill (1845) for the establishment of colleges in Ireland, especially because Sir R. Inguis denounced, it is a now historic phrase as " gigantic scheme of godless education." The establishment of the College of Preceptors (1846) came as a powerful actor on the acene "at the right time, advocating the interests of middle class schools, whilst a series of Parliamentary Commissions reported on the lamentable condition of education in the bigher public schools and in the universities. and produced a good deal of sonsation followed by scanty measures of reform. But when the agitation was continued by teachers'associationsformed in all parts of the country, and the nation was at last thoroughly aroused to a sense of the need of reform in educational matters, there began a mania for examinations which thenceforth took possession of the national mind and has been running riot now in almost every departpent of life as if examinations were the one papacea for all the ills of existence. The ball wasset rolling by MACAULAY's efforts to rid the Indian Civil Service of the patronage system by the introduction of competitive examinations, and thenceforth examinations became the rule in every direction—in the army, the mayy, the civil service, the legal, medical, ongineering, and industrial professions. But the iron of examination which has entered into the soulof the nation was forged at Oxford and Cambridge and notably by means of the example set and the influence exercised by the so-called Local Examinations. These examinations were originally devised by T. D. neighbourhood of Shanghai, to which the ACLAND and F. TEMPLE (who subsequently N. C. Daily News drew attention a few days tioned, the weather was bright, clear and calm, acted in concert with M. MULLER) for the ago, is a fact well worthy of note. It proves there was little or no wind perceptible, and the purpose of remedying the known defects at conclusively that the opposition of the au- tide was about half ebb with a force of about one plaintiffs admit there was a strong tide. I ob- and low water, but as to how the vessels at our at two o'clock. If this tide had not caught me, are obeyed. From where I stand on deck I can

taching to the nimless and unmethodical thorities to the opium trade is, as we have lifth of a mile. a practical calling in life such as commerce, restrict the consumption of the Indian drug heading toward the Saghalien. industry, or agriculture, these examinations to the more well-to-do classes and place it At this time and at the time of the collision were originally known as Middle-class beyond the reach of the poor. If the Chinese the Saghalien was lying, and had for apwards of the collision occurred. Examinations. The University of Oxford Government were really in earnest in its one hour previously been lying, with her stem took up the scheme (by statute of 18th June, professed disapproval of the opium trade it towards the Kowloon shore, heading about 36 1857), and issued in November, 1857, regula- | would, having made arrangements which will deg. East. She had no steam up. tions for non-gremial examinations, which restrict the use of foreign opium, at the same her course, and coming on at considerable speed. were forthwith adopted also, with but slight time enforce prohibitive laws with respect to collided with the Saghalien within a few minutes alterations, by Cambridge, Durham, Dublin, the native article. But the contrary is from the time those on board the Sughalien Edinburgh, and other universities. Certifi- the case. Not only is no attempt made to put first observed her. didates. Certificates gained in the senior The natural consequence is that the culti- to sink. However, by the aid of steam launches ants. entrance examinations in several of the in remote districts which may be beyond Sughalian was considerably damaged, and some learned professions, and in the Conservative the ken of officials, but in populous and of it lost, owing to the said collision. Reform Bill of 1867 an educational franchise | thoroughly organised districts such as those | The said collision was altogether the fault of even was made dependent upon a pass at reached from Shanghai in the course of a the City of Peking, and was due to the recklessthese senior middle-class examinations, short shooting trip. The circumstance is ness, arelessness, negligence, and mismanage-The advantages of such a uniform and not a satisfactory one. Opium, however ment of those on board her, and was not caused fixed system of examinations, sanctioned and harmless it may be as used by the Chinese, is or contributed to by anything done or left un-Kingdom, are patent. GLADSTONE praised the sign to see land turned from the cultivation Oxford scheme (in 1858) because the Uni- of food to that of an article which is in no proper care and seamanship have avoided the versity, comprehending in one system the sense a necessary of life, except as regards collision. educational interests of the whole people, the small quantity required for medicinal returned thus to the original pur- taxation should largely fall on luxuries. port of a "university." There can be no and on this ground the Chinese Godoubt shout this, that these Local Examina- vernment would do well to impose tions, with their network of centres, now a beavy excise tax on native opium. apread over the colonies as well as the This would at once add to the revenue and. United Kingdom, tend to unify modern by increasing the price and therefore limit. lows :-English education. Before these examina- ing the consumption, place a check on the tions were established, the schoolmasters of tendency to devote the land to a crop which days when there was no king in Israel, Every munity.

doubt do some good. There are, bowever, disadvantages and drawbacks connected with those examinations which must not be overlooked. There is, in the first instance, the general harm arising from the inultiplication of examinations, which has a terrible tendency to convert the arena of literature into a coaching establishment or racing stable for prize men. Thirty years ago one could find at Oxford or Cambridge numbers of men who gave and confirmed.

man did that which was right in his own

schools have had definite aims fixed by high

successful candidates and of the schools

which trained them. These influences are

needed in Hongkong likewise, and will no

themselves up to study from the sheer love of the muses, with minds positively disinterested. But now one can hardly find a single man at either university who is not actively or passively engaged with some

examination or other. One cannot take up an English educational newspaper now-a-days without finding it crammed full with notices and was referred to the Public Works Committee. of examinations held or to be held, with descriptions of certificates, honours, degrees, stipends, prizes, and scholarships, all gained or to be gained by competitive exuminations. What has been said lately of the whole Education Code of England and Scotland, Council. viz., that it guides the teacher's course entirely by money considerations, applies in one sense and to a certain extent proceed to other business, to read out to hon also to this whole system of competitive members a telegram that same into my hands eximinations, which substitutes for pure last Sunday with reference to the opinm quesdisinterested desire for culture and love of literature the sordid motives of selfish | Tsung-li Yamen accept amendments as an experi-

profit and personal ambition. With the ment and on trial, but request you to add one condition to retail licence, namely, that retail export of increase of competitive exuminations there quantities less than one chest shall only take place by caught the City of Peking on her starboard bow. Prevent it. Under these circumstances, I don't ten knots. When abreast of Kellett's Island I ought to take two or three second to do this. has gone hand in hand a decrease of that junk and Canton river steamer, that is, rotal traders and swiftly to port and think we can be held liable. I now propose to slowed down to about four or five knots, and pas. The anchor was ready to let go by the time we high tone which used to be one of the crowning glories of our English schools. And what have we gained? Our boys get more knowledge now, but less buoyancy and there to Downing Street, saying that this more knowledge now, but less buoyancy and there to Downing Street, saying that this and the engines were at once reversed full speed are the first of the City of Peking was in
William Hepry Walker was tone and think it saio, to go among the snipping to go among the snipping that the loop of the City of Peking was in
William Hepry Walker was tone and the Light third officer, two quartificates for ten or eleven years. I am now in the I got up to the junk, the tide struck us on our termseters, and an engineer were on the bridge and there to Downing Street, saying that this and the engines were at once reversed full speed are the control of the City of Peking was in
William Hepry Walker was tone and the supping to go among the snipping to go amon of spirits and force of character. They Government saw no objection whatever and that astern, and the starboard anchor let go. get a mechanical facility in performing we would like to know if the home Government certain mental operations, but they have concurred. That telegram must have reached king, still moving ahead slowly through the westward of Kowloon on the moving ahead slowly through the westward of the moving ahead slowly through the westward of the moving ahead slowly through the westward of the moving ahead slowly through the west less of perve and energy in action and home I think last Monday. Since that we have water and dragging her anchor, although the I our starboard bow. Our stem had not passed to 29th. The Saghalies was lying at the M. M.

with which the heads of our scholars are now done and that there has been no delay whatever letty of Peking striking abreast the bridge of ship in the barbour. In coming into the har omidships. From the time I shaped my course we have a shaped one course we have a shaped one course we have the bridge of ship in the barbour. stuffed is but too frequently a dead mass of on the part of this Government, and I am sure unconnected facts or abstractions. Cram- it will be satisfactory to hon, mambers to see that ming for examinations has a tendency to in substance our counter proposals have been so substitute a more or less mechanical repeti- well received by the Tsung-li yamen. ion of formulated phrases for independent thinking thatisfor an intelligent assimilation and reproduction of the general purpose of what has been taught. This modern apulti- the above Bill-

plication of examinations is, however, a . The Acting Attorney-General proposed but also on the teachers and their as jarors schoolmasters he added to the list. of tuition. It necessitates an amount of and the amendment was passed. special attention being paid to the intelligent. The ACTING ATTORNEY-GENERAL proposed few which involves a neglect of the dollar the following provise in Clause 23 in place of that is about 1,000 feet from Kowloon that is about 1,000 feet from Kowloon the one then standing:—"Provided always that collision with junks or other vessels. The present of the paid to be standing over to the one then standing:—"Provided always that collision with junks or other vessels. The present of the paid to be standing over to the one then standing:—"Provided always that collision with junks or other vessels. The present of the paid to be provided always that collision with junks or other vessels. The present of the paid to be provided always that collision with junks or other vessels. majority. It has a tendency, through the in capital cases the jury shall not consist of loss annually increasing stiffness of examinat than seven men."

results at such a mate that school life has, Cononian Secretary and carried. life, a life at high pressure. That this sort! Bill was read a third time and passed. of thing is hostile to the very purport of sound study and education, lies on he hand. There is a repose, a calm, a passed:—An Ordinance to enable the Trustees stability in the steady march of all sound of the Rhenish Missionary Society to sell and education, which is alien to the feverish dispose of certain Lessehold property within the spirit that animates the antechamber of an Colony of Hongkong; an Ordinauce for the examination room. Making the classical naturalisation of Ch'an Kwok Ying; an Ordin-

authors mere text books for the acquisition ance to consolidate the Law relating to various, the collision. of words and grammatical or etymological rules, has but too often the effect of destroying all sense of the beauty of their works. But the worst is that examinations after all cannot be relied upon as a test of the stuff a man is made of, for success at competitive examinutions does not prove the existence of the

equired mental energy, culture, and educaion. Few of the men who have carried off prizesat examinations have done their country or mankind any great good. Themen who do best at examinations for honours, are generally never heard of again in practical life. The great builders of inudisoval monument of architecture would most certainly be plucked at a modern examination. We would not go so far as a leading schoolmusforence to this modern mania for exawe now are doing, we shall utterly deteriorate the education of our youths and im-

of examinations. Meanwhile all men in defendants. terested in education should keep a sharp look-out for the abuses which so readily connect themselves with the best system, and refrain from all undue working of our modern eystem of examinations, which, with all its reply which ran as follows:--

to run to excess.

OPIUM CULTIVATION IN CHINA.

eyes. But since 1857, the middle-class HONGKONG LEGISLATIVE COUNCIL.

authority for the energies of both masters A special meeting of the Hongkong Legislaand pupils, and a potent stimulus is sup. tive Council was held on the 13th inst. There plied by the publication of the names of were present :-His EXCELLENCY THE ACTING GOVERNOR. | bour.

MAJOE-GENERAL CAMERON. Hon. J. RUSSELL, Acting Chief Justice. Hon. F. STEWART, Acting Colonial Secretary.

Hon. E.J. ACKROYD, Acting Attorney-General Hon. J. M. PRICE, Surveyor-General. Hon. H. G. THOMSETT, Harbour Muster. Hon. P. RYBIE.

Hon. Wong Shing. Hon. J. BELL-IRVING. Hon. C. P. CHATER. Mr. A. SETH, Clerk of Conneils.

MIN UTES. The minutes of the last meeting were read

FINANCE. A minute recommending a vote of \$150 for a vas referred to the Finance Committee.

THE CAUSEWAY BAY RECLAMATION.

A paper by the Surveyor-General on the clamation at Causeway Bay was laid on the table other members of Council should associate theminstructed to send the summons for the meetings of the Committee to all the members of

THE OPIUM AGREEMENT. His Excellency-I should like, before we

not allowed to send broken chests to any treaty port | pointing towards the Sagholien.

less practical common sense. The knowledge factory to hon gentlemen to know what has been collision with the Seghalien, the stem of the at a time. I remain, as a rule, on board my own moment the tide first caught us, the helm was that occasion the Belgic obscured the

THE JUROES BILL. On the motion of the ACTINGATTOENEY. GENERAL the Council went into Committee on

burden pressing not only on the scholus, that in Clause 5, persons exempted from serving schools. It disturbs the natural course. The Acting Colonial Secretary seconded.

tions, to screw up the demand for The smemiment was seconded by the Acting

in many cases, now become, like business The standing orders were suspended and the

The following bills were read a third time and

ADJOURNMENT. On the motion of the AUTING COLONIAL SE-CRETARY the Council adjourned sine dis.

SUPREME COURT 14th May.

IN VICE-ADMIRALTY.

Before the Hon. J. Russell Acting Chief JUSTICE, WITH HON, H. G. THOMSETT AND CAPT. ALMOND AS NAUTICAL ASSESSORS.

THE MESSAGERIES MARITIMES COMPANY V THE PACIFIC MAIL STEAMSHIP COMPANY.

This was a case in which the M. M. Co. sued ter went who, some time ago, with relithe P.M.S.S. Co. for compensation for damages caused by the collision of the P.M.S.S. Co.'s was not let go or dropped in time to, and did not | during the greater part of the ebb tide what damage we had done. I sent an officer to | anchored about midway between the Saghalien minations, said, "if we go on long as steamer City of Peking with their vessel Saghaminations, said, "if we go on long as lien; in the harbour of this colony on the 29th was not proceeding at The chb lasted tide for three or four hours. I my opinion we could not have some clear when N.E. buoy. When the current caught us I

The Acting Attorney-General, Hon. E. J. pair the national character," but we think it Ackroydand Mr. Brereton, instructed by Mesers, in sufficient time to avoid the collision, nor stop four hours ebb with a slight current, a current halisu somewhere in the freight compartment have done so had I been in command. is to be hoped that a reaction will soon set Wotton and Deacon, appeared on behalf of the and reverse her engines when the risk of colli- set in for about half an hear or three quarters of and gone through her. The tide was too strong, was not on the look out. I did not use any in and bring with it an abatement of the plaintiffs, and Mr. J. J. Francis, Q. ..., tustracted slon arose. evils arising from an excessive multiplication by Messrs. Sharp, Johnson and Stokes, for the

His Lordship said he inderstood that Mr. starboard side. Mr. Francis suggested that the plaintiffs' counsel should first read the petition and answer. Mr. Brereton then read the petition and

solid advantages, combines also features. On the 29th November, 1886, the steamer fraught with danger if things are allowed Saghalien, of 3,823 tons gross tonnage, of which the plaintiff Company is owner, was lying in the general merchandise on board, moored to one of the plaintiff Company's three duly appointed buoys. The said buoy is the north-easternmost The extension of poppy cultivation in the of the said three buoys and lies closest to the answer.

At the time of the collision hereinafter men-

teaching of middle class schools. Being always contended, a pure fiction. The British Shortly after 2 p.m. on the same date, those defendants say it was running at about four or tion to them. The northern fairway is not an 400 feet off. If the junks had not been there, I the Ly-ce-moon Pass the vessel was going specially intended for the benefit of those Government has consented to the taxing of on board the Saghalien observed a steamer, which who would ordinarily not pass through a foreign opium to an exicut which, though proved to be the defendants' steamer City of the Acting Attorney-Gen- Saghalien. As I rounded the Meaner, the Saghalien of the Sa university course but wished to prepare for not absolutely prohibitive, must necessarily North 78 deg. East, on their starboard side and was running at a different close to the Caus, the current was three or four was about force two or three. That would not got an order from the bridge to slow before the collision. We subsequently got

Those on board the City of Peking could with | did not keep clear of the other.

The plaintiffs therefore claim :- (1) That they from the lowest to the highest classes, purposes. It is generally recognised that are entitled to the damage proceeded for; (2) to this. The collision was caused by an accidental the condemnation of the defendants and their circumstance. The Cityof Peking was unexpected. bail in such damage and in costs; (3) an account | ly caught by a strong tidal correct, which, in | ly be under special circumstances, such as a | The Acting Attorney General—Perhaps the of such damage with the assistance of merchants; spite of all care and skill in the management strong wind, that we would have two anchors learned counsel will make any remarks which he right in our course to the buoy. They were (4) such further or any other relief in the pre- of the vessel, drove her down on the Saghalien, ready. mises as to the Court may seem proper.

(1.)—On the 29th November, 1886, about two City of Peking could have prevented her collid. shout 3. o clock in the afternoon of that day, the S.S. ing with the Saghalica. We have also to prove H. C. Dearborn was next called and said-I that point. I had seen it at the buoy but never Great Britain were like the Jews in those cannot add to the true wealth of the com- City of Peking, Henry Clay Dearborn, master, that there was no care or want of skill, on the have been a master mariner since 1858. I have there. I could not say how far we were from with mails, passengers and cargo from San Fran- part of those on board the City of Peking, in been in command of the City of Peking, in been in command of the Baghalien when the anchor was let go. We did not steer at any time to go astern of the cisco and Yokohama, entered the harbour of bringing the vessel into the position where she November 1885? On the 29th November last I Hongkong from the castward, going about 9 was so acted upon as to cause the collision, was entering the harbour from Yokohama with say how many points we came round to port. I knots an Lour.

most point of Kowloon and is there about 400 charged with causing the damage could prove harbour, it being calm, we unshackled the chain tween three and four fathous of water. We Cross-examined by the Acting Attorney-Con-

The Surveyor-General suggested that the and the Saghalien, and the speed of the City of counsel, continuing, said—I submit that we can point, but a little nearer the latter. I was just here put in the engineer's log.)

-(8.) -Immediately-afterwards the City of Po- to Hongkong. My steamer-is moored to the 700 feet from the Sughalien, as near as I could point of Kowloon we generally ships our course

nor by any recklessness carelessness or misman. harbour, going to the south of the Channel I suppose the reason why I did not notice the for the fairway. We should have passed the agement of those on board of ber. pearance of any danger of collision, the said H. buoy after passing the hospital ship. I know had caused her cable to be brought right out the northward. We saw these as soon as we C. Dearborn, the master, with his officers and where the M. M. steamers lie: Their bucy is a on her port bow, hidden from me . I did rounded. The junks were at lot the French crew were at their proper and accustomed little N.W. of the Meaner. It is nearer towards not change my course when I noticed she steamer and a little on the contract towards us. stations on entering port, a proper look-out was the fairway. The northern fairway may be said was anchored, because my course would just have The junks were about midway, if anything a

not by ordinary care or seamanship have avoided or W.N.W. I was then steering up the Northern | the time when I ordered the engines, full speed | book on the 29th Nor. I put the words "L. the The plaintiffs then replied to these statements | pass seventy to one hundred feet from her. My | thing was done at once. I next ordered the third | by mistake. I wrote in the words at the time

those on board the City of Pekina.

paragraphs of the answer; that a tidal carrent | ward. I had to go full speed ahead to clear the | ly ordered the starboard anchor to be let go. runs to the southward along the west side of French vessel. The tide tended to caut the head There is no signal back from the engine room Kowloon, as mentioned in the 6th paragraph of of my vessel off. The effect was that, before I to the telegraph, but I could feel by the vibrathe answer; and that an anchor was let go or pot full-speed on, it swept me to within twenty tion of the ship that the engines had been redropped, as stated in the 7th paragraph thereof; | feet of the buoy. If the current had not caught | versad immediately. There was a tube connectand they join issue on the 9th and 12th para- | me. I would have passed at least seventy feet off. | ing the bridge with the engine room, which en-

soveral statements in the answer. bour of Hongkong or subsequently. Both of vessels lie. I cannot say that I have seen the that we could not feel the shock. We struck the did not know that they were mooved. I a were such anchors enght to have been let go or French vessels lying with their heads to the N. Saghalies stem on almost at right angles. We about half a mile away when we first saw the

(7!)—The City of Poking did not keep to that current set to the southward from the Cosmo. Walker's in regard to the Oxics. I judge from the junks were anchored, but I was otherwise

(8.)—Proper measures were not taken by those how the French Mail steamer was lying. When I also think that the current caught his on board the City of Peking to avoid or counter- this collison took place on the 29th November I ship more bodily than it did mine. It caught and afterwards slowed down. I do not know act the influence of the said tidal current.

(9.)—If the junks mentioned in the 5th para- Poking coming in. She was between Kel- I have come into harbour about forty times. one anchor ready when we entered the harbour. graph of the answer were so situate as therein lett's Island and Kowloon point when I first During the last year I have been going to the When we let that go, the vessel was checked mentioned, the City of Peking ought to and saw her. She was heading towards the Meance, same bucy. From 1873 to 1876, we went to a but she still dragged. If the two anchors might have gone to the northward of them. (10.)—A proper and sufficient lookout, was not course. She was then too far away. I saw her to the present buoy on seven voyages. I had vessel fast. When I saw the junks. I did harbour of Hongkong with a sarge of silk and kupt by those on board the City of Peking, making up towards the fairway. I do not know never been caught by any similar current on any not report it, as the captain and third (11.)—Under the circumstances aforesaid, the the state of the tide that day, but the ships in the previous voyage. I had never heard of such a officer were on the lookout. I do not know where

result of inevitable accident as implied in the French mail steamer had her head towards Kow. can't make any general rule as to the tides at Peking struck the Sughalien at right angles. Mr. Brereton said that the defendants had now swinging round with a current from Kowloon. buoy, that there would be a strong rush for on board the steamer City of Prking. I have to prove to the satisfaction of the court that they I noticed that the City of Peking was well down about twenty minutes just at ebb and flow. It been on that vessel for five and a half years. were not in fault.

served that they give the force at one-fifth, while part of the harbour will swing, I pay no atten. I should have passed the Sighalien about 300 or see what is done below. Coming through Mr. Brereton-We admit there was a strong

stood alone, I submit that the onus of the proof ment. I succeeded in avoiding the Oxus. The wind nor tide. When going full speed ahead ten | obayed. We reduced her speed to four and a would have lain upon the defendants, but by the tides do not run with any regularity at our knots, by reversing the engines, full speed as half knots. She had got down to that speed beway the plaintiffs have shaped their reply they buoys. When I come in from the Ly-se-moon, tern, I could stop her in three lengths and a fore the order to reverse was given. After the have shifted the onus of proof upon themselves. I know what tide I should expect, but I have to half. The ship is 425 feet long. I also tried order has been given it takes about lifteen or They admit, in their reply, that there was a tidal use my own judgment from the way the ships | the same experiment going at four or five knots. | twenty seconds to reverse. I cannot tell how long current running and only join issue with the are swung, which would give an indication which and stopped her within 700 and 800 feet. She it was from that to the collision. I never felt defendants as to whether the collision was way the tide is. I take my precentions accord- is a right hand serew. In the first experiment any shock. I heard the anchor let go. cates, prizes, and scholarships were awarded to down the cultivation, but the proposals made | The City of Peking struck the Saghalien on caused by the fault or default of the defendants. Ingly. I have come in two or three times when the action of the serew did not change her head. attract competitors. Oxford gives even the by Sir Robert Hart for the taxation of her starboard side, almost amidships, and did It is for the plaintiffs to show that there has there was a ship at the M. M. buoy. Knowing The helm was amidships, and did It is for the plaintiffs to show that there has there was a ship at the M. M. buoy. Knowing The helm was amidships. I expected her head at half-past ten o'clock. title of Associate in Arts to successful care Chinese grown chium bave been rejected, her so much damage that she immediately began been such carelessness on the part of the defend. In the second

division exempt the holders from the usual vation is apreading in all directions, not only where she grounded. The cargo on board the at the time and powerless, and the caus of proof sometimes two. It depends on circumstances as ships on that occasion also. cannot therefore be upon the plaintiffs. It to what time we unshackle the second anchor. At the request of the Acting Attorney-Genehas been laid down that when a prima facie We do it when we see everything clear. If there ral, witness marked his course coming into harcase is admitted that the ones of proof lies upon is any danger we keep both ready to let go. It bour. He also pointed out the spot at which his

His Lordship-According to the recent to travel to let it go when it is ready. The man junk, and the position of his own vessel when he decision in the case of the Indus, it is clear that has only to lift the lever. The French mail first saw her, where he was when he discovered my post from that time till the collision occurte the plaintiffs having formally proved that they steamer was heading to Kowloon point; that the junkwas at anchor, and the direction in which red. It is my duty to get ready to moor to the conducted by the universities of the United nevertheless a luxury, and it is not a healthy board the Saghalien.

Were at anchor, it is for the delendants to show by what cause, their vessel being in motion, they board the Saghalien.

Were at anchor, it is for the delendants to show by what cause, their vessel being in motion, they board the Saghalien. by what cause, their vessel being in motion, they | the strength of the tide. At half a mile from | her |

> be noted, which was done. Continuing, he said -The statement of the defendants simply amounts We have to prove the existence of that The defendants' answer to this was as fol- current and that no amount of management the force of the wind was on the day I got near ask him senseless questions. or skill on the part of those on board the the Oxus. It was a gentle breeze; I should say . The cross-examination being resumed witness I shall show that the strong current mails and passengers. I came through the Ly-(2.) The weather was then bright and clear, for the space of half a minute or a co-moon about 2 p.m. Coming up the pass the the sen cain, wind, easterly, with a force of about | minute had actually taken charge of the vessel | weather was fine with slight easterly wind, the , and the side was about half ebb, running with and rendered her unmanageable, and that this force, being about 3. After clearing the Ly.

> varying strengths in different parts of the har- current was not of such regularity in its opera- co-moon Pass I was steering by the land. tion that it could have been seen and provided I had no pilot on board. All hands were (3).—When about t of a mile clear of the for. A captain might come into the harbour at the stations after passing the Nine quently lie in that direction when there was

(5.)-As the City of Peking was being brought was taken to prevent an accident, it must be held | choi roady. I steered for the Meanen, keeping I could not say what time clapsed between the round on her course to pass through the fairway, tobe mavoidable. Among the cases cited was that ber a little on the starboard bow, and time the anchor was let go and the time of press for keeping court records at the Magistracy half way between the S.S. Sayhalien and the of the European, in which a collision had occur- all the while rounding on the port helm the collision. I could not say how far off said last-mentioned point, a large junk with all red ewing to the steering gear being out of order, gradually. As soon, as I can see my we were from the Sagnation when the anchor sails set was seen, apparently standing across the and although the European was held liable, it buoy or the Belgie I hand up for the buoy. was dropped. I could not tell the time of the fairway between the Saghalien and the Kowloon was on account of a similar accident having taken I could not say how close I passed the Meaner. collision. It took as from 23 to 3 minutes to shore, heading towards the Kowloon shore, and place on beard, on a privious occasion. The Coming up the harbour I noticed a junk with step, when we experimented, going half speed the City of Peking was steered to pass close un- learned counsel contended therefore that in this all sails set in the fairway. She was not quite ahead and then stopping, and we stopped in from der the stern of the said junk and between her case the principle was affirmed.] The learned half way across between the M. M. buoy and the 700 to 800 feet. (The Acting Attorney General

selves with the Public Works Committee in the the Saghalien, to allow her, (the City of Peking), the vessel becoming unmanageable and refusing for the buoy when I saw the junk. It appeared ments with my ship before as to the time in consideration of this question, and the Clerk was to pass well clear of the junk. On a nearer ap- to answer to her helm just at the critical mo. to be a large junk and seemed heading which she would stop. proach it was found that there were two junks; ment. The vessel got out of control and before to the northward. I could not see my L. B. Walls, the next witness status - I am both with sails set, and that they were anchored control over her could be regained the collision own buoy. I headed for the Belgic. I chief officer of the City of Peking, I have held that in the middle of the fairway.

Occurred. We have had no previous experience had to steer to go astern of the junk, position for eighteen months, and I have been in (6.) - When close to the stern of the said junks, of the same current, and Captain Dearborn had between her and the Saghalien. I did not at | the Company's service since 1874. I was on and at a distance from the Saghaliers of about no reason for taking special precautions. But if tempt to go ahead of the junk because I thought board the City of Peking on 29th November last 600 to 700 or 750 feet, the City of Peking was on any previous occasion he had had warning of a she was underwards, when I She got into the harbour about 2 p.m. The going about 4 to 5 knots an hour, and was head-strong current in that place he does not see that got close up to her, that she was at anchor. I in. officers were at the stations as soon as we got ing on a course that would have taken her clear he could have acted otherwise than he did. I tended passing the Saghalien about 400 feet off, past the Nine Pins. My station is forward. I of the Saghalien, about 400 feet from the bows hope to be able to prove to your Lordship that or a ship's length off. I should consider that a lave with me the second officer and one watch. I of the Saghalien to the northward thereof; but the collision was unavoidable, and that when perfectly safe distance considering the circum. had one anchor ready to let go, when we came in

> call as my first witness Captain Walker, (7.)—The helm of the City of Peking was in- William Henry Walker was then called and think it safe, to go among the shipping shackled when we were pretty well up to Kow-I am on my seventh voyage from San Francisco | quickly to part. I was then between 600 and | harbour forty-one times. After passing S.E. (9.)-The collision was not occasioned by any After getting in there I steer by the land been aftered. I first discovered, when a ship's tended passing north of the Saghalies. When

> bour I steer through the Ly-ne-moon pass from the Mennes to that time the helm hal not buoy. When we changed our course we infault or default on the part of the City of Peking, and by the position of the vessels in the length off the junk that she must be at auchor, we got to the Meaner we headed straight Island. When past the docks I steer towards junk was at anchor was because the wind from | Sayhalien at least 300 or 400 feet clear ahead. (10.) -At, and for some time before, the ap- | the Meaner, and begin to head fairly for our own | the East had filled her sails, and the tide | There were a couple of Chinese junks a little to

> kept, anchors were cleared and ready to let go, to commone between the Messageries' buoy and cleared her stern. The immediate influence of little nearer the French steamer, which appeared and the speed of the vessel was reduced to what | Kowloon point. In making for our buoy from the current on my ship was that she paid off very to be heading towards Kowloon point. The was safe and proper. The courses steered were the Meanes I never go to the south of the M. M. suddenly and swiftly to port, towards the Souka. Junks were heading to the northward. I kan two those ordinarily and enstomarily steered in buoy. I generally go about half way lies. I could not say how many points she paid junks in the first instance. They had their ollision with junks or other vessels. The pre- point. My reason for not going closer is that ordered the belon to be put hard-a-port. That were anchored. We were unable to see the cables. sence of the two junks in the fairway compulled the is an untrue tide, and for the pur ose of order we promptly obeyed. We have steam. In heading towards the Mennie, we we City of Poking to go a little nearer to the Sagha- | coming to our heavy we have to get as far South | steering gon, and the ship steers well; the goar | hearing to go close satern of the junks. lien than she otherwise would have done, but she as we possibly can. The ebb tide flowing round worked freely in giving approached the janks the City of P king was would have passed safely clear if it had not been | Kowlo in point is very irregular and sets from | the corder. The porting of the helm had no fleet | going about four knots. She was slowed down for the current catching her on the starboard | north to south along the west of Kowloon down on her course; she still continued to pay off as | before we got up to the Point: We were going

> how and canting her suddenly and swiftly to port, I to Kowloon point. My experience is that after- fast as ever. I next ordered the engines to be towards the Saghalien. We had ordere to stand Until that moment there was no danger what- | wards it sets out into the harbour to southward, stopped, reversed and put full speed astern. by the anchor, and then to let go. The ship's ever of collision, and the moment it became ap- well clear of the point, instead of turning the I did this as soon as I saw there was some head went of towards the Style dien about three parent that there was risk of collision, everything point. I have at one time experienced a current | danger of our running into the French steamer. | points. Lean tell by the vibration, whether is that skill and seamsnship could do to avoid the | which set me right down within twenty feet of | When I gave that order I knew that the tide | bead was turned astern or not. Her head was collision or lessen the force thereof was done by the M. M. buoy. That wastabout last Occober | had caught our vessel and that no helm would | turned astern when I let go. We let out about while the Oxus was lying at the buoy. It was answer. I could not say what time elapsed be. thirty fathous of chain. She dragged and (12.) -Those on board the City of Peking could | then chb tide. The Osus was heading about N.W. | tween the time when I first felt the current and struck the Saghalian. I wrote up the ship's log fairway at the speed of five knots. I intended to lastern; it was so short a time, nearly everyhead was caught on the starboard bow by an ebb officer to go to the engine room and tell them to (1.)—The plaintiffs admit the 1st, 2nd, and 4th | tide running out from the point to the south- back her as fast as they could. I also immediate-

> I have noticed that the French vessels lie in a labled the engineer to know whether my order was (2.)—Save as aforestated and except as ad- different direction to what we do. Our buoys our obeyed. There was no delay in letting go the mitted in the petition, the plaintiffs deny the about 3,000 feet from M. M. buoy. We would anchor. After the anchor was let go, the ship (3.)—And the plaintiffs say further as follows: the greater portion of an ebb tide, and the M. M. about 150 feet from the how; just under the current ranning southward. Indo not know that -The anchors on board the City of Peking were steamer would be lying with her head N.N.W., bridge. The anchor must have checked my ship a vessel would be likely to be cauted there. We not ready to let go or drop on entering the har-! but there is nothing uniform about the way the | before the collision, because she struck so gently or N.E. I have during the last few days specially then backed out, got clear of the Saghalien, got | Saghali (4.) The anchor, which was let go or dropped, studied the tides in the harbour. I notice that a strain on the cable and then stopped to see cannot say how soon after. The junks were

> an hour at the rate of three or four knots. That My position was different from that of Capt. Slasses. If I had possibly I might have seen side of the northern fairway which lay on her politan Docks. We were lying N. and S. and we his evidence that he was much further ahead employed. The junks were of protty good size. swang round to N.E. and S.W. I did not notice than I was, nearly in a line with the ship's buoy. One was lying a little ahead of the other. We was on board my own ship and on deck. I saw the us on the bow and swung our head round? when the order to slow down was given. We had I could not say I saw any change in her buoy off the Harbour Master's. I have gone had been let go they might have held the

> plaintiff submit that the collision was not the harbour had begun to swing to the obb tide. The current, nor had I any reason to suspect it. I the rough log, made on that day, is. The City of loon point. She might have been, for all I know, this p int. I have noticed, when lying at the William McClure said-I am chief engineer to the southward and I saw the collision take ought to have been high water about 10 and 11 was on board on the 29th November last. It is His Lordship-I wish to know whether the place. The tide tables are a guide as to high o'clock on that day, and therefore about half ob my duty to see that the signals from the bridge

> easy channel. Cross; examined by the Acting Attorney-Gen- Saghalien. As I rounded the Meance, the Sagha- ber we slowed down at 2.16 p.m. I was not payparts of the harbour, and that it was not running knots. I should call it a strong current. I was effect the swinging of the ships would down, before the collision. We subsequently got at the rate of four or five knots at the part where about 50 or 60 feet from the Ozus when I swing to the tide. In former years I used to go an order full speed astern. The time between thought it necessary to go full speed ahead. in by the inner channel. I tried some experi- slowing down and the order full speed astern Mr. Francis-Had the pleadings and answers | That was the best thing I could do in my judg- ments with the ship in Yokohama Bay with no | was about four minutes. The order was at once

precautions that are possible. When coming experiment her head awang about three quarters Mr. Brereton-The Saghalies was at anchor into port I have always one anchor ready and of a point to starboard. The helm was smidtakes no longer than for the sound of my voice vessel commenced to turn, the position of the the chief officer and one watch We went to

> depend on circumstances. Re-examined by Mr. Francis.—Coming into we have one anchor unshackled, and it would on ling the vessel out some points.

south-easternmost point of Kowloon, the City forty or fifty times without experiencing the cur. Pins. I was on the forward upper bridge. of Peking was headed to the westward, and pro- rent and then on one occasion he may get caught The third officer was in the pilot house there, a eseded up the harbour towards her buoy situated in it. I am in a position to prove that the ves- quarter-master was at the wheel; the third enon the northern edge of the court adjourned for tiffin, not feel any shock. I did not hear any order given and westward of the Kewiscon peninsula.

that it was following the course which all quarter-master was stationed at the whistle. The On resuming, the cross-examination of witness to reverse, but I felt that she was backing hard. (4.)—The S.S. Saghalien was at this time lying steamers follow in going to the same place, and third officer's duty is to superintend the quarter. Was continued:—The book produced is the log When the officer spoke we were steering to go moored, as is stated in the first paragraph, that there was the unusual impediment in the master at the helm. My first and second officers book. The entry on the 29th November was astern of the junks. I did not see how many of the petition in this suit, to the north- course in the shape of a couple of junks which were forward at the bow of the ship, the first made by the objet officer. I cannot say why the points our vessel awang off. I have made about easternmost of the three buoys assigned to had no business to be there. The learned officer for general supervision going to the buoy, words between the in the entry, are in differ- forty voyages in the Peking to this harbour. I am the Messageries Maritimes, and was heading to- counsel then supported his argument by several the second officer to obey any orders about the entire from the others. The chief officer would not intimately acquainted with the tides in the wards the Kowloon shore, and the said fairway quotations from legal authorities upon similar anchor. The chief engineer is usually standing know. About 3) fathoms of chain was paid out. harbour. We have never had any trouble with lies between the said buoy and the south-western- cases, all going to show that where the party over the engine room hatch. Coming into the It was checked at that. There were only be- the current before.

Peking was reduced when about half-a mile off not be held liable. The collision was caused by rounding up by the Meanes to get into my course By his Lordship-I had never made experi-

at this moment a strong tidal current, running | Captain Dearborn saw that there was danger of stances. I came through the Ly-co-moon Pass | It is suspended by a triphook; and when ready. to the southward along the west side of Kowloon, collision every possible means were taken to and up the harbour at a speed between nine and | we let go and the anchor falls at once. sed the Mein e at that speed. I would not got round Tamtu. The other anchor was un-

sometimes be lying with our head N.E. during still dragged and we run into the Sughalien. made this observation on the 12th, and it was the current first strack us, by going full speed

the Messageries buoy I do not know whether I Acting Attorney-General-How many feet occurred. I could not say at what part we slowed Mr. Francis requested that his objection might would starboard my helm or not. It would were you carried out of your course by the down, but I can say positively we slowed down Mr. Francis-The vessel was not carried out the harbour in the day time, as a general rule, of course bodily. The head swung round carry-

> wishes after I have done. By Capt. Thomsett-I cannot recollect what Mr. Francis-It only confuses a witness to must have been 300 feet, I should think. I can't

> > come into the harbour many times. I had no idea that I would encounter such a current as I did. When I saw the way the Saghalien was lying. I could not judge of the current. Since then I have noticed that the M. M. steamers frelittle or no current, while further in the current might be pretty strong. I noticed this particular junk just as I changed my course.

> > never looked at the compass. Although I have

the "in the margin. They were simily a citted I copied this from the log at the wheel house. What I have stated is my own Impression independently of the log. In coming into part that day all the customery precentions were taken. Every man was at his nost. When the head of the ressel canted round everything that could possibly be done to prevent a collision was done. A similar accident has never happened before. We have never had any similar experience. Cross-examined by Mr. Brereton-I know there is a current setting out each way. know that at ebb tide there is a strong saw some innks pointing Northwards, but we do not know whether we could have swent to (6.) The City of Peking did not port her helm high water that day at 11.30, a.m. After about ahead. I think we should have struck the Sag. the stern of the Saghalien, but I should not

came through the Ly-ee-moon Pass at full speed,

might have gone about 50 feet farther from the at cloven knots. As near as I can remem-

16th May.

The Court then adjourned till next morning

The examination of witnesses was continued. Thomas Mortensen stated-I am second officer on board the City of Peking. I have held that

position for ten years, I was on board on 29th November last. I was stationed forward with our stations just off the Mine Pins. I was at huov. We came into the harbour at about nine knots. We slowed down before the collision before the collision. We usually steer for the Hospital ship and then head for the bnov. We did so on this occasion. I noticed the Sault tien at her buoy. It could see the Relgic clear of the French vessel. I noticed two junks nearly midway between the French vessel and the land. I should think there was about 600 feet distance between the junks and the Sachalien. We steered to pass close under said—I did not say I knew what the tide was at | the stern of the junks. They were heading towards the Point. Our course would have taken us fully 500 feet from the French vessel. We Franch vessel. After we steered from the Meanee, our course was not changed. Just as we approached the junks the chief officer called my attention to the fact that our steamer was canting her head to port. He said. What is the matter, she won't steer." Immediately after. the order was given to stand by the enchor. The next order was to let go the anchor. - We did so, and paid out about thirty fathous of chain. We held on at thirty fathoms, and then we struck the French steamer amidships. I remained at my station during the time of the collision. I did At this point the court adjourned for tiffin. not feel any shock. I did not hear any order given

that at the time all possible care and precaution to fix to the buoy and we had the starboard an- held on to the chain and dragged the anchor. eral—We usually get one anchor ready in countries to fix to the buoy and we had the starboard an-

not take nearly a minute to let the anchor go. If ing in that course would take us about midway we had wanted to bean both anchor go. If we had wanted to keep both anchors ready we might have got a reeve rope ready to moor to the hugy. This is the first time of have availabled. The course with her sails up. huoy. This is the first time I have ever collided. I do not recollect how the junk was heading.

when coming into the harbour. When the chief officer made the remark to me shout the course we were taking would have cleared.

The course we were taking would have cleared may be defrayed not from the ordinary Public may be defrayed not f this of the same of the colors are strong to the periodical sale of vacant up.

I was paying attention to the analysis on the sturboard side, We did not up.

I was paying attention to the analysis on the sturboard side, We did not up.

I was paying attention to the analysis on the sturboard side, We did not up.

I was paying attention to the analysis on the sturboard side, We did not up.

I was paying attention to the analysis on the sturboard side, We did not up.

I was paying attention to the analysis on the sturboard side, We did not up.

I was paying attention to the analysis on the sturboard side, We did not up.

I was paying attention to the analysis of areating in the course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking would have cleared not room to a course we were taking to the cleared not room to a course we were taking to the cleared unfortunately by an equal number of the cleared not room to a course we were taking to the cleared not room to a course we were taking to the cleared not room to a course we were taking to the cleared not room to a course we were taking to the cleared not room to a course we were taking to the cleared not room to a course we were taking to the cleared not room to a course we were taking to the cleared not room to a course we were taking to the c up. I was paying attention to the anchor. We change our course in any way to go clear of the did not strike the Franch world in the Franch world i did not strike the French vessel immediately we junk. When we got close to the junk the voschecked the chain of the anchor. I cannot sel began to sheer to port. The helm was not force or stimulate the sale of Crown lands but will show in detail. By his Lordship—When the chief officer made as I am aware, caused that. To stop the for building sites in any portion of the island or say how long after it was that we struck. the remark to me about the vessel canting off, vessel swinging the helm was put hard Kowloon. I heard the steam gear working, but I do not a port. This had no effect on the vossel. know whether the vessel was going hard a-port I cannot say whether the order to back Bay District shows, tinted red, the area already

of Poking. I joined her in 1880. On 29th No. orders. They were given quickly after one and district. vember last I was on board, in the pilot house, other. I heard the anchor let go. This did not | . 10.—The portion tinted green is at present, got in, and remained there until the collision took | Cross-ex mined by Mr. Brereton.—The effect | foreshore extending out over 300 feet. The ori-I went to that post about half an hour before we check the vessel, and the collison took place. place. It is my duty to ring the bells communi. of the current is to drive a vessel to port. As ginal reclamation project of 1883, had comprised cating with the engine roun. We had slowed the vessel appeared to be going steadily we did this foreshore in the area to be filled in, but the down just after passing the docks. Our sig- not put the helm g adually to port. I cannot great cost involved ultimately led to the curtailnals are full-speed, slow, which is about say how many points the vessel paid off, before, ment of the project and only the land shewn, equivalent to half-speed, and stop. When the the captain gave me the order hard-a-port. (loss | tinted red, has been filled in: There was no delay I got the order stop and over the engine room batch where he could part due velocity to the flow of sewage along in the small Village Schools kept by natives full speed astern, all at once. I could hear that communicate with me. When the order was the main drainage arteries shewn in blue lines and aided by the Government (by a monthly vessel was when the order was given. I heard going at full speed we make about forty three 12.—The sewerage of the new district could not 5.—The expenses incurred by the Government.

we struck the Saghalien. was about six or seven feet from him. I did not F. H. Seymour stated—I am master mariner, ing sewer, it is not intended to lead any storm | 58,454.17 for 1,283 scholars or 86.59 per head. pay any attention to what orders were given to 1 am at present in command of the P. & O. | waters into them. Rain drainage may be allowed | The Grant-in-Aid Schools with 3,951 scholars, cost the helmsman. When the order was given to steamer Teheran. I have held that post for to escape into Causeway Bay. is not an unusual order. I could not say how far and Yokohama. The buoy, which I moor to, we were from the French vessel at that time. I is on the northern edge of the northern did not notice two junks close to us. I was fairway, to the east of the O. and O. bucys. on the port side of the pilot house. I heard In coming into the harbour, I steer for the the order given to let go the anchor, but I can. Memee till I get abreast of the first point not say whether it was before or after the en- past the docks. I then port up, till I see my gines were reversed. There is a rough log kept own bucy, keeping well off the point. in the pilot house, but I do not know by whom, should pass about half way between the point It was about 2.20 p.m. when I got the order to and the French mail buoy. I should not reverse the engines. I have no idea how long consider it safe, in a deep draught ship, to go after it was that the vessel struck. It appeared nearer the point. There is scarcely a point

two minutes or two minutes and a-half.

ber last, in the pilot house. It is my duty to see | would be heading worth to the ebb tides, while that the captain's orders are obeyed by the quar- vessels nearer to Hongkong would be heating

interval, not more than a couple of minutes, be- accident in coming into the harbour.

of the junks. Had nothing happened we should | bour that one cannot lay down any rule as to have gone about twice the length of the ship coming in. If there were no junks in the way, from the Freuch vessel. I looked at the clock the harbour would be very easy to enter. almost immediately we collided. It was twenty. Re-examined by Mr. Francis-After shaping

when we discovered that the junks were an been running between Yokohama and Hong- advantages of a tramway. There might be some the proportion of girls to boys is nearly 1 to chored. The starboard anchor is always ready kong. When coming into harbour, he steered ground for these fears if it were the intention of 2, it is in the Government Schools like I to 18. when coming into port. After the captain had for the Meaner, and then shaped his course for Government to take no steps to abate overcrowd. Taking further into consideration all the known put the helm hard a-port, he waited a short time his own buoy. He usually came in at half speed ing, but as the Government will not continue an private Schools in the Colony, I flud there are to see what effect that would have on the ship's but kept the vessel at higher speed in ebb unmoved spectator of the dangerous massing of altogether 2,138, boys and 80 girls reported as head. It was when he saw that this had no effect tide. The tide was never regular. He had seen the people in the houses of the Central districts having attended private Schools not under the he ordered the engines full speed astern. After vessels carried down by the current close to of Victoria and as a large number of crowded: supervision of the Government. Accordingly we giving the order he told me to go aft to see the French buoy. The currents were pretty tenements in these districts will each in its turn had, in the year 1886, altogether as many as 6,299 that the order was being promptly executed. It well known to captains in the habit of coming be compelled by law to disgorge a large proper. boys and only 1,763 girls under instruction i was about two minutes between the time the to the port. On one occasion he got too far tion of its inmates, there will be no alternative Schools of all classes, whilst it is pretty certain the order hard s-port was given and the collision almost impossible, to bring her head round. On bitants must gravitate towards the subarbs.—I extension of school accommodation. There is no took place. The vessel struck at right angles, the occusion mentioned, it was owing solely, to the have the honour to be, sir, your obedient There is a rough log book in the pilot house. current that his vessel was carried out of its servant, I made the entries for that day in the book, course. as soon as we made fast to the buoy. When the The further hearing of the case was then addo not know where that particular one is. It is | time it is expected the Saghalien will have arnot in the pilot house. No one has ever applied rived in this port.

The Acting Attorney-General-We applied each book existed. Mr. Francis-My friend's statement does not make that evidence. His Lordship-It is hardly necessary to tell ral was laid on the table of the Legislative

to me for that book.

us that. Mr. Francis-It was for the information of No. 81. my learned friend. The Acting Attorney-General -I do not want

In re-examination, Mr. Francis placed the attaining proportions that cannot but cause an- 1886. chief officer's log in the hands of witness, and | ziety to those responsible for the maintenance

points in the cross-examination. I have not put of 600 every month or over 7,000 every year. any questions concerning the log. His Lordship-Yeu have suggested them: You have stated that there is a log which has not been produced, and it is only right for Mr. Francis to show that that rough log was correct-

ly copied by the chief officer. Were I in Mr. Francis's place I should certainly follow the

rough log. ship on the Kowloon side. I am unable to say provision for the erection of more houses in on the mainland, the annual increase of what distance we were off.

coming in we passed North of the Meanfe. I have no idea what distance from her. I heard the Tround will be rendered available for the execution of the sample of the sampl I have been in her about eleven years and have towning in we passed every the passed every the passed every three or four years, through a purely Portuthree order given to slow the vessel, hefore passing the of 1,200 Chinese tenements. The project also Meanes. When about the Meanes, the ship's provides for the connection of that district with proclamation of that district with proglamation of the Register's General and the same of the subjects the ship's provides for the connection of that district with proglamation of the Register's General and the of the state of th course was changed, and we headed for our the city by means of a tramway from Whitfield the excitement. The fact that such a such as the city by means of a tramway from Whitfield the excitement. The fact that such a such as the city by means of a tramway from Whitfield the excitement.

put to starboard. Nothing but the tide, so far merely meet—as it arises—the normal demand Table Shewing Increase and Decrease of Schools and

William G. Walton gave evidence as follows- helm hard a port. The anchor was also let go. area which it is now recommended should be I am third assistant engineer on board the City I cannot form any idea of the time between the reclaimed in order to secure the salubrity of the

were not aware of any collision, in the engine there emptied into the tidal current.

to me to be rather a long time, perhaps about of difference between the course for my buoy and the O. and O. buoy. With reference By Capt. Thomsett-We make forty-three to the tidal currents, my experience is that the revolutions per minute, when going at full speed. | ebb tide on the south side of the channel is gen-William Wright stated-I am third officer erally setting from E.S.E. to S.E., and over toon board the City of Peking. I have been in her | wards Kowloon it is more to the south, that is, for four years. I was on board on 29th Novem- the ship lying at our buovs and O. and O. buoys

ter-master at the wheel. The captain, myself, W.N.W. to N.W. Apparently the ebb tide two quarter-masters, and third assistant engi- runs out to lie southward, along the western near were on the bridge. After passing the side of Kowloon Point. I have noticed imme-Kowloon Docks we were steering down to the hos- diately off the south-west point of Kowloon that pital ship. We then shaped the course for our the tide affects the current about a cable's length. buoy. The Saghalien was lying at the M. M. There is a difference in the velocity of the ourbuoy, and we were steering to the North of her. rentat different times of the same ebb tide. There the Belgie. We steered for the stern of the the changes in the moon. The tides are rather total to be derived from premiums, will therefore over one half, and in Ireland less than one half, We could see the whole of the Belgic irregular. The existence of the eddy off the | be \$216,000. steering would have taken us about half way arge ship near it. From my own experience, I need Station lots, i.e., each per quarter acre, the described as the fault of modern education, is described as the fault of modern education. In the colonial is described as the fault of modern education and the fault of modern education time before we got to the Meaner we slowed speed whether the current drove her to port. an area of 274 acres will bring in to the Colonial local school-age (6-16 years). By a rough but

-down to about five knots. I heard the order The faster she was going, the less likelihood there Treasury on annual revenue of \$13,750.

tween the time the order was given and the time | Cross-examined by Acting Attorney General the vessel began to book. The captain sent - We nearly always come in the same course, her as strongly as he could. I found the chief and other ships. I could not say whether maintenance and working. It is open to doubt hitherto provided by the Government Schools engineer watching the engines through the en- other captains are aware of the different curgine room skylight. I came forward again, rents here. I, myself, have had a great many equitably be debited to the reclamation project and then I heard the captain tell the mate to let opportunities of studying the different tides. go the starboard anchor. At the time we let go Three days after the moon with an ebb tide, if provement of benefit to the entire general public the anchor, we were about a ship and a half's the French vessel were lying with her head to and not of benefit solely to Causeway Bay. length from the French steamer. The letting Kowloon Point, the current must have been ran- | 20.—But even if the tramway is not charge go of the anchor seemed to have no effect upon ning strongly to the south. If I expected a able to the Causeway Bay project, I am none the in the Colony is entirely the results of the sucher, and shortly afterwards we collided. I felt current of four or five knots, I should keep the less of opinion that its construction might legi. cossful working of the Grant-in-Aid scheme and no shock from the collision. I can say positively vessel going at about seven knots. There is so timately be defrayed from the fund to be derived under it due to the slacrity and continued energy

caught by the current. was a few yards from the captain the whole time, taken, was then put in and read. He stated that 21.—It is not impossible His Excellency the school. But although in the Grant-in-Aid and could hear all the orders given distinctly. he was at present in command of the P. & O. Acting Governor may be told that nobody will Schools the normal proportion of girls and boys I did not notice the junks until we shaped our steamer Thibet, which post he had held for three build at Causeway Bay, and that if landlords do will in all probability be reached in a few years. course for the buoy. We had slowed down be- years. During the whole of that time, with the build in that locality, no tenants will be found the case is very different in the other Schools of fore that. The ship's course was not altered or ception of one voyage to Australia, he had to occupy the new houses, notwithstanding the order was given and the engines were backing. southward, and was carried down close to the left for the people but to build more habitations. that there are nearly as many girls of the proper The vessel did not back till after we had collided. French mail steamer's buoy. When a vessel There are no sites for houses in the centre of school-age in the Colony as there are boys. The It would be about five minutes between the time had begun to pay off it would be very difficult, the town, and it follows therefore that the inha-needs of female education require therefore an

book is filled we usually throw it overboard. I journed till Wednesday, 25th May, by which

for all the log books, and we were told that no THE CAUSEWAY BAY RECLAMATION AND THE TRAMWAY.

The following report by the Surveyor-Gene-Council on the 13th inst. --

Public Works Department. Hongkong, 25th April, 1887. pecially in the central portions of the city is now the Annual Report on Education for the year supplementary statistical details and general ob-

question- only shall be asked to clear up any mainland who are said to arrive here at the rate 3.—Aware of the dangers of overcrowding, the amination, amounted to 5,844 in the year 1886,

Bill certain provisions against this ovil. 4.—But it will be of little avail legislating against overcrowding unless in anticipation of such legislation, opportunity is afforded to builders of acquiring sites for the erection of new houses for the reception of the overflow of Witness-To the best of my knowledge the people to be turned out of the central districts entry in this log is correctly copied from the under the provisions of the new Act. 5.—Quite recently, the Sanitary Board urged fell off and many children were, in a panic, By Capt. Thomsett-We passed the Hospital attention to the necessity of making opportune removed from the Colony to their homes

Government to reduce the present dangerously A fresh panie occurred in spring 1886 when, in take the wheel when coming into harbour. I was at that post on the 29th November last. When

9.—The accompanying plan of the Causeway was given after or before the order to put the reclaimed from the sea, and tinted green a further

during the hours of low water, an objectionable

the Captain tell the quartermaster to put the revolutions, and when going slow, the revolutions be emptied into Causeway Hay, for in this cir- during the year 1886, on second of education in wheel hard a-poyt. I do not remember if that average between seventeen and twenty. We numberibed corner of the harbour there are no general, amounted (including the experses constem on. I did not feel any shock. I cannot say feetly. We kept on backing until we got the tercepting sewer and taken along the Shanki- tral School with 610 scholars, the Government

14.—It is don'tful whether Causeway Bay lots

15.—The proposed new township will be in where 13 per cent nor even with Ireland where ean be extended to Kennedy town. tersected by streets sixty feet wide and the Chi- 9 per cent. of the population attend School. ness system of back to back houses will be ren- But it is to be considered that we have here dered impossible by the interposition of ten feet | naither a Compulsory Education Act, nor any lanes between each row of houses. The allot- law providing anequate school accommodation ments will be 15 feet wide by 60 feet deep, these in proportion to the population, and that a coubeing the favourite dimensions of the native siderable proportion of the Chinese people residing house builder. Each allotment will hold there in the Colony do not keep their families here fore only one house. Assessed for premium at the but leave them on the mainland. Comparing prices obtained at the recent auction sale the number of children of legal school-age. of similar lots adjoining Whitfield Station, (5.18 years) in England and Wales and in Tro-the 1.200 lots may realise an average of land with the number notually in attendance.

were saming because one given. When I came into the natural winds of the lights of the there was no order given to change the ling our bully. The ships on the southern course of the vessel until the ships head side of the above the difference, however, is this, that in Ireland as from diverting to the N.W., pass-there was no order given to change the ling our bully. The ships on the southern ground which is shewn, tinted green, on the difference, however, is this, that in Ireland as from diverting to the new diverting to the more intellectual order.

18.—The cost of filling in that portion of the more intellectual order.

19.—I anclose the usual tagging the ships head side of course of the vessel until the ship's head side of the channel were heading east, and the plan will be \$70,000. The cost of a sea-wall commodation is provided in the National Schools it is an its matter of plan will be \$70,000. began to pay off. We must have been pretty ships on the northern side of the channel were along the sea-frontage is estimated at \$35,000 for nearly the whole number of children of the latest interest i close to the junks when the vessel began to pay heading to the S.E. There appeared to me to while the cost of raising by another three feet the legal school-age, whilst in Hongkong the accomoff. Her head swung round to the southward, be on that occasion a very strong tide. On the present reclamation shown tinted red will be modation provided falls short of the requiretowards the French vessel. The helm had not lith April, three days after the full moon, when \$20,000. The main sewers and intercepting ments of actual attendance. All our Schools are been altered when she did this. I was watching I came in there was a strong tide running east-

That order was obeyed. There was a very short there was an eddy there. I have never had any and the house rates leviable will balance the by stress of poverty. The majority of those 19.-With regard to the tramway from Whitfield Station to the Blue Buildings I hope shortly.

to submit estimates of cost of construction.

that as we were steering we were going astern much to contend with in coming into the har- from land sales, since its realization would tend with which the several Missionary Societies vate leasehold estate and of all Crown lands from | joined Comparative Table. Shaukiwan to Wantsai. If well and substantially built and managed by competent hands, the to 1886.] tramway should not only pay for itself but should clear of the French vessel when I looked at the not port it to counteract a current, unless the vield a moderate profit to Government while to Grant-in-Aid Schools the proportion of girls to clock. During the time I have been in the ship head of my vessel showed me that she had been the working classes, provided the fares are kept boys has been steadily improving since 1873, and

Surveyor-General. The Honourable F. Stewart, LL.D., Acting Colonial Secretary, &c., &c., &c.,

* Not printed. THE EDUCATIONAL BEFORT.

Dr. Eitel's Report on Education in Hongkong Caselle :-Education Department,

Hongkong, 25th March, 1887. SIE,-I have the honour to forward herewith | headmaster, which will be found below. A few 2.—The total number of Schools, subject

supervision and annual examination by the Gosubject to Government supervision and Government has included in the Public Health as compared with 2,922 scholars in the year 1876, been doubled every decade since 1866. 3.—Since the autumn of the year 1884.

when, in consequence of local disturbances, the attendance in all the Chinese Schools suddenly valuation of the merits of each. 4.—No time should therefore be lost in desling with this question, and in this conception, and in this conception. I have

4 .- Of the above mentioned 5,844 children.

tending Schools under Government supervision tinted red, has been filled in:

| in 1886, as many as 3,951 were placed by their |
| in 1886, as many as 3,951 were placed by their |
| in 1886, as many as 3,951 were placed by their |
| parents in Missionary Grant-in-Aid Bohools, | what speed the vessel was going. I could tell about four or five fathoms of water. I do not ready reclaimed (coloured red) be raised in the where they received a Christian education, whilst by the best of the engine that the vessel was know the rule in steering up narrow channels. . form of a slope to an additional height averagpromptly slowed when the order was given. Emile Duncan stated.—I am first assistant ing three feet throughout, with a view to keep. Of the latter number, 610 attended the Govern-The order was given at about 2.16, p.m. The engineer on the City of Peking. I was on ing the proposed new sewers and house drains ment Central School, 910 attended the outside next order to the engine room was to stop, and board on 29th November last, in charge well above sea-level and in order to give them a Schools in town and villages, kept by the Goback full speed. I communicated that order, of the engines. The chief engineer was gradient or fall towards the sea, sufficient to im-

how long it was after reversing the engines that order to stop. That was about 2.25 p.m. We wan Road in the direction of North Point and expended (apart from cost of buildings and re-Cross-examined by the Acting Attorney-Gene- room. I did not know of it till told by the first 13.—In order to reduce the size and cost of The expenses of the other Government Schools.

-particularly-to-see-what the cause of it was. It have, with one exception, run between Hongkong would be taken up, in any great number, unless scholars attending 90 Schools under Government speedy communication with the City. To mest according to a census taken by the District the contingency a tramway is proposed as essen. Watchmen, as many as 106 Schools (including tial to the success of the scheme. I would have also Night Schools) at work in town and villages, advocated the laying of a tramway from Whitfield attended by 2,038 scholars. There were also Station to Kennedy town had the junction of the shout 180 scholars under instruction in 5 pri-Praya along the water frontage of the Military vate European Schools. The total of scholars Cantonments and Naval Yard been an accomplish- under instruction in Schools of all classes ed fact, but in view of the uncertainty of this work | amounted, therefore, to 8,062 scholars distributbeing carried out at once, I limit myself for the ed over 201 Schools. As the estimated populapresent to the recommendation of a line from tion of the Colony now numbers about 181,702 Whitfield Station along the Prays to a terminal souls, there were therefore 4.43 per cent, of the point at the corner of the Blue Buildings. When population enrolled in Schools of all classes. the Praya junction is completed the tramway This does not favourably compare with the educational condition of England and Wales

20 cents a square foot or \$180 per lot, and the | we find that in England and Wales somewhat 16.—Based on the Crown rents of the Whit- actually come under instruction. Here in towards our way. They appeared to be sailing, attain its full etraports full about 18,200 objects with an operation of the college of parties and taxes and taxes are oducated that the rates and taxes are oducated to be sailing, attain its full etraports fill about 18,200 objiditen in our way. They appeared to be sailing, attain its full etraports fill about 18,200 objiditen in our way. They appeared to be sailing, attain its full etraports fill about 18,200 objiditen in our way. They appeared to be sailing, attain its full etraports fill about 18,200 new houses will come to about the Colony, who were from 6 to 16 years of age.

17.—It is estimated that the rates and taxes during the year 1886, about 18,200 objiditen in our way are oducated to the extension of this contains a taxture and taxes are oducated to the earliest of the colony, who were from 6 to 16 years of age.

18.00 objiditen in our way are oducated that the rates and taxes are oducated to the earliest on the hand. There is partied that the rates and taxes are oducated to the earliest on the hand. There is provided the vessel on here. standing in towards Köwloon. When I first saw high water. That also, however, is irrethem, I thought they were solling because the water was supported to be sampled and the low fees charged at the Government sions that they may be spoiled for handicraft to the control solution of them. I thought they were solling because the control solution of the low fees charged at the Government sions that they may be spoiled for handicraft to the control solution of the low fees charged at the Government sions that they may be spoiled for handicraft to the control solution of the low fees charged at the Government sions that they may be spoiled for handicraft to the control solution of the low fees charged at the Government sions that they may be spoiled for handicraft to the control solution of the low fees charged at the Government sions that they may be spoiled for handicraft to the control solution of the low fees charged at the Government sions that they may be spoiled for handicraft to the control solution of the low fees charged at the Government sions that they may be spoiled for handicraft to the control solution of the low fees charged at the Government sions that they may be spoiled for handicraft to the control solution of the low fees charged at the Government solution of the low fees charged at the Government solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the control solution of the low fees charged at the on reclamation and sewerage works will thus would be no difficulty in inducing about one-third steering gear was working all right. The cap site direction to that of the French mail steamer. It ingoneses it may be assumed that the amount second of the french mail steamer. tanisaw that she still paid off and he called to Wo were swinging all round the compass but to be received in premiums when all the lots are pense of the Government, though the other half

> causes of their remaining uneducated, year by year, is the fact that the school accommodation requirements of the case. 7.—The proportion of girls to boys under instruction in the schools of the Colony continues to improve from year to year slowly but steadily. That this gradual advance of female education

The table gives statistics from the year 1878

From the above Table we see that in the

though expanding its sphere rather slowly, will gradually succeed in supplying the actual demands of female education in the Colony so far as the mass of the Chinese population is soncerned. But as regards Echools for European children, whose education requires a more ex-

pensive staff and costly house accommodation, the Grant-in-Aid Scheme does not possess the same capabilities, because the demand of such special education, though urgent, is small and hedged in by various difficulties. 8:-The results of the annual examination of for the year 1886, is published in Saturday's the Schools under the supervision of the Government will be found detailed in the Tables appended to this Report, and, as far as the Government Central School is concerned, in the report of its

classes of schools may be of interest. amined on the principles adopted several years and composition teaching in Schools in Class III. my lord, that in the course of re-examination, year with the increase of fresh settlers from the subjoined Tables exhibit the results of the examination according to the Headmaster's own

the Central School are of a superior character. The Central School sends out annually a number of youths thoroughly well grounded in the rudiments of an English education, but the number of English speaking people in the Colony receives but a very small increase thereby year by where they have little opportunity of keeping up

upon the English, are decidedly disappointing. studied Chinese classics in purely Chinese Schools, for four years or so. Whilst they are studying at the Central School for some 6 or 7 years longer, a portion of their school times is devoted to Chinese studies. Yet the best that can be said of the results of the Chinese teaching given at the Central School is that, on the whole, it keeps up the amount of knowledge of Chinese

which each boy brings with him on entering the of the Contral School, and they would answer addition to English. If the ordinary school- and scrupalous impartiality. uage being used only as a medium for teach-

special application and by special teachers. 11.—There is one other point connected with of wealthy and well-to-do Chinese are educated sions that depend upon the mind as distinguished a verbal report of the collision was given to the 12.—The Anglo-Chinese Schools of the Go The Honourable F. Stewart, LL.D., Colonial ther than the Government,

training class now formed in the Government allied armies. Several thousand ears and noses,

13.—The work of those Government sent over to Japan, where up to the present day Schools and Aided Schools which give they are said to be kept in so-called "ear-tomb" but a Chinese education in the Chinese at Kioto. During the last 2,000 years Korea had language, has continued during the year paid tribute to China and Japan alternatively 1886 its usual course, and calls for no special and the King of the Hermit nation had twice remarks. Special effort has been made by allot- gone to Peking to pay homuge to the Emperor. ting separate prizes at the annual prize-giving, to | On two occasions had French and United States | extend the teaching of geography and Chinese warships attacked the country, without accomment has taken place in these respects. In the to the expedition of the U.S. schooner General tak were opposed to all three lights of the Fair case of one Aided School, that at Abardeen, the Sherman, which was burnt and all on board murunhealthiness of the locality, which compelled dered, and the filibustoring party who sailed unthe Government to remove the Police Station, der the command of Oppert, Jenkins and Pere the opposite island of Aplichau. In the case of the Korean King, finishing up the historical of 1873 in not rendering any assistance whatever another Aided School, that of Shamshuipo, part of his lecture by alluding to the opening to the steamer Benton, and in not reporting the where the Aided system year by year showed of the country by the recout treaties negovery poor results, an attempt has been made to clated by the various western powers. The Grant-in-Aid system. The first year's trial did answered by the lecturer by saying that this Penang regarding the supposed trifling nature improve the School by the application of the question of who are the Koreaus? was improve matters, but there is hope that in course was a mystery. No one knew it. Tribes were of the damage done to the steamer Bentan can-

the year 1886 has afforded fresh proof that the beyond this, nothing was known. Koreans were and it is a well-known fact that the vessel receivalterations introduced in the Grant-in-Aid known to have immigrated into Japan, introduce-Scheme in 1883, principally affecting schools in ing there civilisation. Some 3,000 years ago class I. (i.e., schools giving a Chinese education one Ki Tsze, a profound scholar and councillor in the Chinese language) are beneficial. The to the Court of Peking, immigrated into Korea, subjoined comparative table, exhibiting the and became the founder of order in the little working of the revised scheme (of 1883) which Kingdom, introducing art there. He may be came into operation in the year 1884, clearly termed the Shakespeare of P'ing-yang, then proves, as far as schools in class I. are concerned, the capital; his tomb, is shown up to the that the desire of the Government to reduce the present day, shaded by few trees, and held carning power of these inexpensive schools in high reverence by all the population, simiwhilst increasing the pensum of work to be done lar as the grave of the Swan of Avon. Later ou which the Master was placed, the Court can come whilst increasing the pensum of work to be done lar as the grave of the Swan of Avon. Later ou which the Master was placed, the Court can come under some Standards), and to encourage the Shinra came to Korea and introduced Chinese to no other decision than to cancel the Certifiteachers to bring more children under instructure arts; the Chinese written language was also cate of John S. Harrison as Master, and the said tion in the higher Standards without skipping adopted. From the seventh to the thirteenth Certificate is horeby cancelled. the lower ones, has been attained.

[Here follows the table.]

15.-As regards the Grant-in-Aid Schools in Class III. there are, this year also, but few spe-9.—The Government Central School was ex- cial features calling for comment. The history

Station to a terminus at the Blue Buildings, running found credence with numbers of Chinese that the subjects, in which there has been a conmorthers, is a striking of demonstration of the lamontably siderable fallingoff, are the very subjects in which gards the English Schools in class IV., the lingly interesting; it is mostly of a white colour. wantesn.

7.—I should state at the outset that this low state of female education in the Colony. The Central School would naturally be expected.

Discosan Home and St. Joseph's College re. A strange thing was that the surnames were all the Colony. The Central School would naturally be expected. scheme does not contemplate throwing all this Previous to the year 1885 there was, year by to be, and to my knowledge is, deficient as comanother is ever the side ready to let go. We got the stern of the Bolgio. Steerthe another ready of Trungchow Head. It does close under the stern of the Bolgio. Steerthe another ready a minute to the next to the pass of the stern of the Bolgio. Steerthe another ready a minute to the another the stern of the Bolgio. Steerthe another ready a minute to the another to the stern of the Bolgio. Steerthe another ready a minute to the stern of the Bolgio. Steerthe another ready a minute to let the another as the latter and to the stern of the Bolgio. Steerthe another ready a minute to let the another as the same time, but in
the another ready a minute to let the another as the latter and to the let the another as the same time, but in
the another ready a minute to let the another as the latter and t ing exhibited in every Standard. St. Joseph's long, was always kept going, no matter whether College has made a new move, in the year 1886, the person was idle or at work. Another great which is a move in the right direction. Whilst impediment was their dress, which had very long, formerly teaching Portuguese and Chinese broad sleeves, in which they carried almost youths in separate classes, an arrangement has anything. Some time ago, in order to do away been made to confine this separate system to the with this sleeve nuisance the King issued

> tion with Portuguese who are better speakers of beauties of the country, of which the native was English and the Portuguese gain at the same as keenly aware as the foreign traveller. time the stimulus arising from emulation. The consequence of this measure was also a considerable increase of numbers in the Chinese Division. trained in the Central School go abroad. Most At the sunual examination, this Chinese Diviof those who remain, enter into business relations sion did very well in all subjects, and in some good. As to the European Division of St. and consequently they have soon but little more Joseph's College, there has been manifest pro- of the Court which sat at Singapore in the above than a smattering knowledge of English left. The gress in all directions. Quarterly examinations case :principal point, however, is that the results of were introduced in 1886, in addition to the weekly the Chinese teaching, which encroaches so much examinations, and the organisation, mothed and

> desired. The boys in Standard III, were some-The vast majority of the Chinese boys enter the What weak in grammar, and those of Standard the 29th of March with a crew of 60 hands and V. in composition (principally in consequence of about 140 passengers bound for Singapore. The the admixture of Chinese), but the composition in Standard VI. was very good on the whole, and from Singapore at a quarterto 5 p.m. on the 29th so also the arithmetic in all Standards. The March with a crew of 26 hands and 50 passengers cheerful spirit animating all the classes of the European Division is, side by side with the strict discipline of the whole School, a very noticeable feature of St. Joseph's College.

Contral School had but few schools outside the needle-work submitted for examination was done of the Benten was thereupon ported half a point, EXPRESS SECTION AND THE STREET CONTROL OF TH up their knowledge of Chinese, and it was therefore necessary to teach in the Central child, to a Lady who chose her own Committee ported a point and a half But things are different now. Chinese parents This Committee reports having observed real the helm of the Brotan was put hard-n-port, and are now universally convinced that their children progress made since the pravious year. The about the same me neat the Fair Panang struck must first get a good grounding in the Chinese Committee find that most teachers have been the Bentan on the port side just shaft the after language for some 3 or 4 years at least, before very successful, but that some seem hardly quali- engine-room bulk-head. The vessels remained in they send them to the Central School. There fied for their position as needle-work teachers. contact for a few seconds only, the Fair Penang are now Schools enough in the Colour, both Day In some cases the Committee were sorely puzzled, afterwards proceeding slowly on her voyage, and Schools and Night Schools, which answer the the needle-work done in the presence of the the Benton foundered in from 10 to 15 minutes purpose of giving Chinese boys a preliminary examiner being bad and dirty while the other after the collision within from 8 to 9 miles from grounding in Chinese and which would answer portion of the work was good and clean. It is the nearest land, and more than half of her crew possible that this may be accounted for by as- and passengers, including her Master, Chief of advancing the Chinese knowledge of the boys suming that the children were nervous in the pre- Engineer, and Cashier, were drowned. sence of the examiner, but even that does not do it. I am therefore of opinion that the time some specimens of needle-work. The thanks of steering a N.W. course he saw a bright light do it. I am energion of opinion that the code the Government are again due to the Lady and just on his starboard bow, and in about 8 minutes

1886.—I have the honour to be. Sir, your most of the evidence, excepting that of the master of E. J. EITEL, A.M., PH.D., Inspector of Schools.

MR. CARLES ON KOREA.

At the annual meeting of the China Branch fused, for want of space and overesponding teach. of the Royal Asiatio Society, hold at Shanghai ing power. In the villages, however, there is on the 6th instant, a paper on Kores was read by 10,138 children remaining uneducated are, I believe, Chinese girls, and one of the principal causes of their remaining uneducated, year by Chinese teaching, and the desire of the parents, the history of the country, which during the last following morning without communicating any. based on the general experience that natives can thousand years had been frequently invaded, both thing about the collision. The Light-Ship is ordinarily gain proficiency in English only at by China and Japan, principally owing to Korea the expense of proficiency in Classical Chinese, not being willing to recognise the sugerainty of generally is, that the Government should pro- China. Terrible as the battles between China vide in Anglo-Chinese Schools a special and Korea had been, they were insignificant as teacher for each of the two languages, compared to the second farances invasion in the This has been done in the case of 16th century. It seemed at one time impossible villages the number of scholars, desiring to learn try. Legions of Japanese soldiers had landed on and that no unusual quantity of water found its both English and Chinese at the same time, is the shores of the Hermit Kingdom, whilst a too small to justify the additional expense in- large fleet was lying off the coast. The King volved. The need of a Training School to pro- had fied to the little Dear Island, situated off the vide teachers for the Government Schools (outside mouth of the Han river. The capital fell in the the Central School) makes itself constantly felt, hands of the Japanese invaders, who finally, in and this need is not likely to be supplied by the turn, were driven out by the Chinese and Korean

sheared off the slain Koreans, were pickled and

dhism was introduced, and during this time the near, is herewith returned, but the Court is of little Kingdom also came in communition with opinion that as he was the only other European Arabia and Persia, whence the ceramic art was introduced. The Koreans were a very peaceful people. Their country was, however, no place for a curio hunter; one would search in vain for relies. There was no porcelain ware or bronze total number of scholars, enrolled in Schools amination papers were set by the Headmaster lity with which Chinese children, after five to carry away. The second invasion of the and revised by myself. The papers of the years teaching of the Romanized system, write Japanese had destroyed all monuments of art. scholars were corrected, and marked by the composition are raises in Romanized Chinese Col. Some of the customs of the people were very Headmaster and then forwarded to me to form loquial, is quite equal to the average attainments interesting. Women, for instance, are kept in and 1,870 scholars in the year 1866. It appears an independent opinion thereon. With the of English children in the corresponding Engtherefore that both the number of Schools under exception of the marks allotted in the case of lish subjects, whilst the same Chinese children. Government supervision in the Colony and the reading and in the case of all the subjects of would require additional five years' teaching to the Angle Chinas China number of scholars attending such Schools have the Anglo-Chinese Classes (when the Headmaster gain similar facility in expressing their thoughts to men, who were not permitted to show them noted results in consultation with myself), the in the written Chinese character. Nevertheless, selve on the street at night; if so, they are im-I think, so far as practical utility is concerned, prisoned. Another strange custom was the exs child educated in a purely Chinese School in traordinary decency, which was observed with Class I., able to read and write a Chinese letter regard to clothing. Men never took off their in the Chinese character, possesses a better train- coats when working, whilst, on the other hand, ing for practical life than the romanized system, women appeared to be less modest than men; the 10.—In addition to the remarks of the Head- encreaching by the time it demands upon the former could be seen working in the fields with agraph of his Report, I have to make but a few written Chinese character, can possibly give, un- a primitive state, that people there had no of wind, accompanied by rain, visited the Sattle-

lower Standards, and to move all Chinese scholars a proclamation, ordering his subjects to wear who have passed Standard III. into the European only tight sleeves, he himself adopting the in-Division, where now Chinese and Portuguese novation, but it was of no use; they still conyouths are taught side by side. By this arrange tipne to wear them. Mr. Carles concluded his ment, the Chinese gain the advantage of associa- lecture by briefly referring to the natural

MARINE COURT OF INQUIRY INTO THE LOSS OF THE STEAMER. " BENTAN.

The following are the narrative and finding

According to the ovidence address the steamer Bentan, official No. 67,979, balonging to the Port of Singapore, sailed from Malacca at 5-p.m., on steamer Fair Penang, official No. 66,636, sailed

bound for Muar. On the same night at about 11.30 p.m. when about 14 miles S.E. of the Formosa Bank Light Ship, and steering a S.E. by E. & E. course, the 17.—The needle-work examination was con- Officer in charge of the Bentan sighted a bright ducted in 1886 on the plan resorted to in 1885 light ahead and shortly afterwards both side school. When the present system was mangur-ated, the Chinese who send their children to the and explained in my last Annual Raport. The lights of a steamer came into view. The halm

The Master of the Frir Penang states that fully explain the very great difference noticed in about half-past 11 p.m. on the same night when her Committee who conducted this needle work afterwards he also made out a steamer's green upon it by teaching the Chinese language in examination with such painstaking minuteness light. The white light appeared to keep steady and scrupalous impartiality.

13.—The educational movement of the Colony the eastward, and the green light was visible all of an English education, the Chinese lang. received a considerable stimulus in the year 1886 the time on the starboard side. He kept on his by the introduction of the system of the Cam- course and when the vessels were getting close to uage using usen only as a modulum for tenon. bridge Local Examinations and by the arrange-each other the green light suddenly disappeared ing English (when required), the Central bridge Local Examinations and by the arrange-each other the green light suddenly disappeared ments made for establishing a Medical School in and a steamer was seen heading about South, and other educational establishments in the Colony. connection with the Alice Memorial Hospital, coming straight on for the bridge of the Fair admission to which may soon become a keenly Penany on the starboard side. The helm of the There would be no dimensity, it required, to in-sist upon every Chinese boy, unacquainted with contested prize, like the Scholarships of the Co-Fair Pennsy was then put hard-a-starboard and English collequial, qualifying himself for ad- long, if the students receive regular and progressing the engines stopped, when she struck the Bentar English conoquist, quantying number for an sive teaching. With the increase of stimulants a glancing blow, and the vessels immediately relation into the Central School by passing an sive teaching. With the increase of stimulants a glancing blow, and the vessels immediately entrance examination in Chinese, equal to the tending to promote mental exertion, it behaves afterwards parted company. The Fair Penang entrance examination in Chinese, equal to the educationists also to keep an eve on the entros. was then headed for the shore as it was reported third or fourth Standard examination of Chinese educationists also to keep an eve on the entros. nese Grant-in-Aid Schools. Nor would there ches which stimulated mental exertion is, especially in this climate, liable to make upon boolth. leak had been almost stopped, the vessel's head language at the Central School, as an extra and to discorn at an early stage what children was again turned seaward, but nothing was seen subject, out of the ordinary school-hours, on are and what children are not fitted for of the other yessel. There was no confusion on called forth by a multiplication of competitive some cargo from the fore to the after-hold in examinations. In this colony, where there is order to bring the ship's bow higher out of the important to refer to. The fees charged at the hardly any sphere for the industrial education water. Concluding that the other steamer had Contral School might well be raised after the of the children of European and Portuguese respected on her voyage, the Fair Penang was Completion of the new buildings, so as to pay at sidents, the tendency which Mr. Gladstone has kept on as in-shore course until arriving outside

The evidence of the helmann. Of the Fully under instruction, that the proportion of and one tow reason at the proportion of and one tow reason at the helmann. Of the Fully under instruction, that the proportion of and one tow reason at the helmann. Of the Fully under instruction, that the proportion of and one tow reason at the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the Fully under instruction, that the proportion of the helmann. Of the Fully under instruction, that the proportion of and the helmann. Of the helmann. Of the Fully under instruction, that the proportion of the helmann. Of the helmann. Of the helmann. Of the Fully under instruction, that the proportion of the helmann. Of the Fully under instruction, that the proportion of the helmann. Of the fully under instruction, that the proportion of the helmann. Of the helmann of the helmann. Of the fully under instruction, that the proportion of the helmann of the he the Fair Penang, conclusively shows that immediately after the collision the whistle of the Bentan was continuously sounded, and the shorts of the passengers for help were distinctly heard by those en board the Fair Penang. Before the Bentan foundered two of her bouts were lowered, but were almost immediately swamped by the terrified passengers crowding into them. The other two boats could not be lowered owing to the confusion that prevailed on board when it was seen that the Fair Penang was steaming away. The evidence of the Master of the Formesa Bank Light Ship shows that the Fair Peran despatched to the scene of the disaster to rescue

The evidence of the different experts is of the usual contradictory nature, but it appears certain that there was never more than 3 feet of water in the collision compartment of the Fair Penang.

The number of lives lost is not exactly known. but it is believed to be about 130. FINDING OF THE COURT. After carefully considering all the evidence

the Court finds :-That the loss of the steamer Bentan is directy to be attributed to the wrongful act and deault of John S. Harrison, Master of the Fair Penang in having disregarded Article 15 of the Board of Trade Rules and Regulations for Preventing Collisions at Sea, as embodied in page 2 of his Official Log Book, put in as evidence in Court, and having failed to port his helm, when according to the whole mass of evidence (with the single exception of his own unsupported statement) all three lights of the Ben-

2.—The Court also finds the said John S. Harrison in default for failing to comply with Sections 16, and 17 of the Merchant Shipping Act

3.—The evidence of the Master of the Fair of time better results may be obtained.

14.—As regards the Grant in-Aid Schools, he was a mystery. No one knew it. Trices were not be accepted by the Court, as he states his known to have come down, many a century ago, own damage to have been of a serious nature, he was afforded fresh period that the austain much greater injury than the vessel in-

dicting the blow stem on. 4.—The Court is clearly of opinion that it was the bounden duty of the Master of the Fair Peaany to have remained by the Bentan, and that by doing so he would have neither hazarded his ship or jeopardized the lives of his passengers. Considering all the circumstances of the case, and making every allowance for the position in

- The Cortificate of John Wilson, Chief Engiendeavours to induce the Master to stand by the sinking ship, more especially as there was no appearance of water flowing into the Engine-

room. The certificates of the surviving officers of the Bentan are also returned. The Court desires to direct the attention of Government to the insufficiency of life-buoy and boat accommodation in local passenger steamers and also to the necessity of making a more thorough examination of watertight bulk-heads and sluices.

R. S. O'CONNOB. Sonior Magistrate, President EDWIN W. G. HILLIARD. Lieut. R. N. Nantical A 28055016. JOHN BLAIR. Master Mariner.)

The N. C. Daily News says a very heavy storm